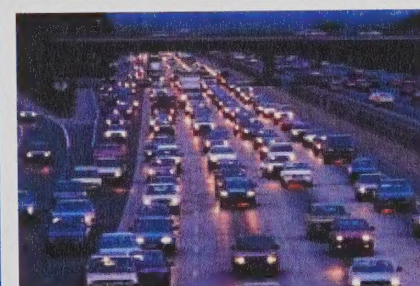


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**Establishing a Baseline  
for Monitoring  
Performance**

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As of January 19, 2007

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# ABSTRACT

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|                   |                                                                                                          |
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# EXECUTIVE SUMMARY

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## BACKGROUND

During the next 30 years, San Diego County is expected to grow by more than one million people, bringing the total population to almost four million. Many of these people will be our children and grandchildren. Where will they live? Where will they work? And what will the region around them be like?

The region's 19 local governments, working under the umbrella of the San Diego Association of Governments (SANDAG), have developed a plan to address our region's projected population growth. The goal is to ensure a high quality of life for ourselves and our future generations — to work toward a society that has resolved its housing shortage, transportation problems, and energy issues, and provides healthy, desirable environments for people and nature.



## MANDATE ON MONITORING RCP PERFORMANCE

Thousands of people collaborated to produce the Regional Comprehensive Plan (RCP) over a nearly two-year period. Individuals, stakeholders, planning directors, public works directors, city managers, community-based organizations, elected officials, and representatives from tribal governments, state and federal agencies, neighboring counties, and the Republic of Mexico all contributed to the plan's formation. The RCP was adopted by the SANDAG Board in July of 2004.

The result is a consensus statement of the region's vision, core values, key issues, goals, objectives, and needed actions. It is a comprehensive summary of where we are today, where we want to be tomorrow, and what we need to do to get there.

But how will we track our progress? In many cases, we are talking about making major changes in our current ways of doing business, looking out 30 years and beyond. Many of the actions and paradigm shifts discussed in the plan may take years to develop, fund, and implement. Some short-term impacts are likely to be subtle. Some will be more noticeable. Over time, however, smart decisions and the cumulative effects of our actions will result in the future that the plan envisions.





Monitoring our progress is not just a good idea, it's a legal requirement. Assembly Bill 361 (Kehoe) was signed into law in September 2003. It declares that the intent of the legislature is that SANDAG shall "complete the public process of preparing and adopting a regional comprehensive plan...by June 30, 2004." And it contains specific language regarding monitoring:

*"To ensure that the vision and goals of the regional comprehensive plan are implemented, the consolidated agency [SANDAG] must monitor its progress through realistic measurable standards and criteria, which must be included in the regional comprehensive plan itself and made available to the public."*

## **STRATEGIC INITIATIVES**

Because of the wide range of actions included in the RCP, participants developed a list of "Strategic Initiatives," that is, sets of priority actions to be undertaken by various groups to implement the recommended actions and concepts in the adopted plan. The Strategic Initiatives allow for the recommended actions to be organized into manageable units of work and prioritized by timeframe, helping ensure implementation.

Several "Early Actions" were included in the list. These are actions that were underway prior to adoption of the RCP in July 2004, or were expected to be initiated immediately after adoption. All of the "Early Actions" identified have been initiated and include:

- Preparation of a Smart Growth Concept Map
- Development of a regional funding program for MOBILITY 2030 (*TransNet*)
- Evaluation of the use of transportation impact funding
- Adoption of updated Regional Housing Needs Assessment
- Development of a regional habitat funding program

Many other Strategic Initiatives are underway or are planned to be undertaken in this fiscal year. Further discussion on efforts underway is included in the conclusion of the various sections of this report.

## **WHERE WE NEED TO IMPROVE**

As a region, we should provide enough homes to meet the demand created by projected job and population growth. The RCP recognizes that local land use plans, if left unchanged, do not provide enough capacity to meet the region's projected housing needs over time. If housing capacities in key locations of our more urbanized areas are not increased, more San Diego workers will live in surrounding areas including Riverside and Imperial Counties and Baja California. The result for our region will be a continued housing crisis and worsening traffic. Furthermore, the RCP calls for the San Diego region to take more responsibility for its own housing needs and create additional housing and mixed use capacity in appropriate locations.

The major challenges before us are how to intelligently use the small amount of remaining undeveloped land designated for residential development, how to protect our natural



environment, how to maximize urban redevelopment and infill opportunities, and how to coordinate these revitalization efforts with our current and future transportation networks, maximizing mobility within our region.

From an economic perspective, the RCP calls for creating opportunities for an improving standard of living. This report indicates that while our workforce is increasingly well-educated, job growth in the region has been concentrated in low wage industries. And, overall, our region's standard of living is growing very slowly and we have not made progress on reducing poverty.

## **REPORT HIGHLIGHTS**

Based on the data collected for this Baseline Report, some highlights become apparent both positive and in areas where improvement is needed.

### *Moving in the right direction*

- Nearly one-third of new housing units built in 2005 were in Smart Growth Opportunity Areas
- Ninety nine percent of new housing units built in the region in 2005 are located within the San Diego County Water Authority service area.
- Growth in transit ridership has outpaced population growth
- Crime has decreased
- Beach closures have declined
- Air quality has improved
- The share of the region's energy produced from renewable resources has increased significantly

### *Areas for improvement*

- The region continues to experience a serious housing affordability problem
- Congestion on most roads and freeways has increased over the last ten years as have total hours of delay per traveler
- Many waterbodies have some degree of impairment
- Several beaches are losing sand
- Job growth in the region has been concentrated in low-wage industries

Many of the actions and paradigm shifts discussed in the Regional Comprehensive Plan may take years to develop, fund, and implement. Some short-term impacts are likely to be subtle, though some will be more noticeable. This baseline report will serve as the benchmark for monitoring progress. If progress is not made over time, SANDAG, through its policy committees or the Board may wish to re-evaluate the strategies and actions recommended in the RCP.





# INTRODUCTION

## PROPOSED INDICATORS

The set of indicators proposed in the 2001 report  
was designed to provide a comprehensive  
overview of the progress of the  
implementation of the 2001  
report. The indicators are  
designed to provide a  
comprehensive overview of  
the progress of the  
implementation of the  
2001 report. The indicators  
are designed to provide a  
comprehensive overview of  
the progress of the  
implementation of the  
2001 report.



## INTRODUCTION

- The Proposed Framework for the
- The Role of the Government
- The Sustainable Development Goals





# INTRODUCTION

---

## DEVELOPING INDICATORS

The set of performance indicators included in the RCP were discussed and developed by The SANDAG Regional Planning Committee and the Regional Planning Technical and Stakeholders Working Groups to monitor the region's progress toward achieving the goals and objectives of the RCP. A primary prerequisite for all of the annual indicators was that they must be based on data that is available, consistent, and reliable. In addition, the groups clarified other characteristics for the indicators:



- **Regional:** The indicators are intended to focus on the region as a whole, not on individual jurisdictions or subregions.
- **Quality of Life:** The indicators are to be used for monitoring the region's quality of life and are not intended to be used as the criteria for distributing incentives. Overall, the indicators are intended to answer the questions: "Is the RCP being implemented?" and "Is RCP implementation having a positive impact on the region?"
- **Flexibility:** Some of the indicators may evolve. As new technologies and data resources become available, the list of indicators could be updated and indicators that were once the best available could be replaced by better, more representative, or more informative indicators.
- **Annual and Periodic Indicators:** While it is the intent to update the indicators on an annual basis, the final project monitoring could include both a core group of annually-updated indicators and a set of periodic, more comprehensive indicators updated every three to five years. For example, specific habitat monitoring projects may only be feasible every few years, but would yield valuable information.

When the SANDAG Board of Directors adopted the Regional Comprehensive Plan (RCP) in July 2004, a commitment was made to monitor our progress toward implementing the plan.

In addition to monitoring the RCP, SANDAG undertakes three other performance monitoring programs on a regular basis:

- The Regional Transportation Plan
- The State of the Commute
- The Sustainable Competitiveness Index



These programs are currently maintained independently, but work is underway to coordinate and integrate the four performance monitoring programs. Integration of the programs will result in greater consistency at a policy level, and improved efficiency of data collection at an administrative level.

In integrating the programs, the RCP will provide the overarching framework for all performance monitoring at SANDAG. All monitoring efforts would use RCP monitoring indicators to the extent possible.

Staff responsible for each monitoring program is currently working to refine and integrate the programs, streamline the indicators required by each program, and perhaps even collapse or combine some of the reports or the indicators included therein.

Table 1 presents the final set of annual indicators developed by the three groups and includes the addition of one new indicator (Balanced Job Growth). The indicators are grouped by RCP subject and goal category:

- Urban Form and Transportation
- Housing
- Healthy Environments – Natural Habitats, Water Quality, Shoreline Preservation, Air Quality
- Economic Prosperity
- Public Facilities – Water Supply, Energy, Waste Management
- Borders

## **ESTABLISHING A BASELINE**

This report provides a baseline by which to measure future performance. The report features a discussion of the significance and initial findings from the data collected for each indicator. Data were not available for five indicators at the time this report was prepared: Travel Times and Volumes for Key Auto and Transit Corridors; Habitat Conserved Within Designated Preserve Areas; Percent of Habitat Preserve Area Actively Maintained; Lagoon Health; and Participation in SENTRI Lanes, Pedestrian Commuter Program, Free and Secure Trade Program. However, data for these indicators is expected to be available in the next one to two years. Additionally, since the initial list of indicators was prepared, the SANDAG Board of Directors approved the Regional Housing Needs Assessment, which will be part of future reporting for the Share of New Units by Structure Type and Income Category.

At the conclusion of each section of this report, there is a discussion of work efforts underway that may, over time, influence the outcome of the various indicators. For example, the Smart Growth Incentive Program is intended to increase the region's share of housing and jobs in Smart Growth Opportunity Areas and to reduce pressure for development outside the San Diego County Water Authority Boundary.



**Table 1**  
**ANNUAL INDICATORS FOR MONITORING THE REGIONAL COMPREHENSIVE PLAN**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. URBAN FORM / TRANSPORTATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <ol style="list-style-type: none"> <li>1. Share of new units and jobs located in Smart Growth Opportunity Areas</li> <li>2. Share of new housing units within County Water Authority water service boundary</li> <li>3. Annual transit ridership</li> <li>4. Commute mode shares (single occupancy vehicles, carpool, transit, walking, biking, etc.)</li> <li>5. Travel times and volumes for key auto corridors and key transit corridors</li> <li>6. Miles of deficient roads on Congestion Management Program network</li> <li>7. Annual hours of traffic delay per traveler</li> <li>8. Regional crime rates</li> </ol>                                                                                                                                                                                                                                |
| <b>2. HOUSING</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <ol style="list-style-type: none"> <li>1. Housing Affordability Index (compares median home ownership costs to median income)</li> <li>2. Percent of households with housing costs greater than 35 percent of income</li> <li>3. Ratio of new jobs to new housing units</li> <li>4. Share of new and existing units by structure type (single family, multifamily) and income category</li> <li>5. Vacancy rates</li> <li>6. Percent of households living in overcrowded conditions</li> <li>7. Number of households on the waiting list for Section 8 (housing assistance) Vouchers</li> </ol>                                                                                                                                                                                                                                                             |
| <b>3. HEALTHY ENVIRONMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>Natural Habitats</b></p> <ol style="list-style-type: none"> <li>1. Habitat conserved within designated preserve areas (acres and percent of preserve area)</li> <li>2. Percent of preserve area actively maintained (removal of invasive species, trash removal, fence repairs)</li> </ol> <p><b>Water Quality</b></p> <ol style="list-style-type: none"> <li>3. Number of beach closure days</li> <li>4. Impaired waterbodies (miles or acres) based on Federal Clean Water Act 303(d) criteria</li> </ol> <p><b>Shoreline Preservation</b></p> <ol style="list-style-type: none"> <li>5. Beach widths</li> <li>6. Lagoon health (salinity, dissolved oxygen levels)</li> </ol> <p><b>Air Quality</b></p> <ol style="list-style-type: none"> <li>7. Air Quality Index (number of days "unhealthy for sensitive groups" with AQI &gt; 100)</li> </ol> |
| <b>4. ECONOMIC PROSPERITY</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <ol style="list-style-type: none"> <li>1. Labor force educational attainment (Share of adult population with high school, college, and graduate education)</li> <li>2. Balanced job growth</li> <li>3. Employment growth in high-wage economic clusters</li> <li>4. Regional unemployment rate compared to state and nation</li> <li>5. Real per capita income</li> <li>6. Regional poverty rate compared to state and nation</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                    |

## **5. PUBLIC FACILITIES**

### **Water Supply**

1. Water consumption
2. Diversity of water supply (share of regional water supply, by source)
3. Recycled water use

### **Energy**

4. Per capita electricity consumption and peak demand
5. Share of energy produced in the region vs. imported
6. Share of energy produced from renewable resources

### **Waste Management**

7. Percent of waste that is recycled
8. Landfill space available

## **6. BORDERS**

1. Interregional traffic volumes into San Diego from surrounding counties and Baja California
2. Border wait times for personal trips and goods movement
3. Participation in SENTRI Lanes, pedestrian commuter program, Free and Secure Trade (FAST) program

## **SETTING TARGETS**

Specific targets to be used as part of the performance measures have been identified for four indicators: Beach Widths, Per Capita Electricity Consumption and Peak Demand, Share of Energy Produced in the Region vs. Imported, and Share of Energy Produced from Renewable Resources. All four of these targets are either included in existing legislation or adopted SANDAG policies and were reviewed with the Regional Planning Committee in December 2005.

Setting targets for the other indicators will be done with the Regional Planning Committee, the Regional Planning Stakeholders Working Group and the Regional Planning Technical Working Group over the next year. Where possible, both a short-range target—possibly five years—and a year 2030 target will be developed for each indicator.

By establishing a comprehensive set of performance indicators, we can begin to measure our success as we realize the goals of the Regional Comprehensive Plan.

## **COMPILING THE REPORT**

In preparing this report, SANDAG coordinated with technical staff from other agencies to verify the accuracy of data and analysis. The report was presented to the Regional Planning Stakeholders and Technical Working Groups, and released for a 60-day public comment period, prior to acceptance by the SANDAG Board of Directors on October 27, 2006. Where possible, changes were made to the report, largely for clarification and further explanation.









# URBAN FORM AND TRANSPORTATION

---

## INTRODUCTION

The form of future development is a critical component of the Regional Comprehensive Plan. Central among the plan's core values is creating attractive, sustainable communities within the region's existing urbanized areas. Urban design matters at a regional scale and at a personal scale. Our land use and design decisions determine how well our communities serve us in our daily lives, including the quality of our travel choices and our personal safety. That's why the RCP encourages urban development with an appropriate mix of uses designed to create safe and healthy communities. In addition, the relationship between regional transportation plans and local land use plans and policies is crucial in ensuring that the region's transportation system efficiently connects our communities.

The indicator data included in this chapter establish a baseline for tracking progress toward the following goals included in the RCP:

- Focus future population and job growth away from rural areas and closer to existing and planned job centers and public facilities to preserve open space and to make more efficient use of existing urban infrastructure
- Create safe, healthy, walkable, and vibrant communities that are designed and built accessible to people of all abilities
- Integrate the development of land use and transportation, recognizing their interdependence
- Develop a flexible, sustainable, and well-integrated transportation system that focuses on moving people and goods – not just vehicles

The indicators designated for tracking progress toward the above urban form and transportation goals are as follows:

1. Share of New Housing Units and Jobs Located in Smart Growth Opportunity Areas
2. Share of New Housing Units Within County Water Authority Water Service Boundary
3. Annual Transit Ridership
4. Commute Mode Shares
5. Travel Times and Volumes for Key Auto and Key Transit Corridors (future indicator)
6. Miles of Deficient Roads on Congestion Management Program Network
7. Annual Hours of Traffic Delay Per Traveler
8. Regional Crime Rate

## **1. Share of New Housing Units and Jobs Located in Smart Growth Opportunity Areas**

### ***Significance***

A primary goal of the RCP is to balance regional population, housing, and employment growth with habitat preservation, agriculture, open space, and infrastructure needs. The RCP further calls for improving connections between land use and transportation plans through incentives and collaboration. The identification of Smart Growth Opportunity Areas – places that accommodate, or have the potential to accommodate, higher residential and/or employment densities near public transit – will provide a basis for directing transportation improvements, other public facility investments, and incentives through the *TransNet* Smart Growth Incentive Program.

In collaboration with all member agencies, a Draft Smart Growth Concept Map has been prepared and was accepted by the Board of Directors for planning purposes in June 2006. The Concept Map includes nearly 200 existing, planned, or potential smart growth areas that have been recommended by each of the region's 18 cities and the County.

Over time, the number of new housing units and jobs located in Smart Growth Opportunity Areas will serve as an indicator of the region's success in collaborating with and creating incentives for development in smart growth areas and reducing pressure to develop in the region's backcountry. The data below represent new units in those Smart Growth Opportunity Areas that have been identified as "Existing/Planned."

### ***Findings***

The smart growth areas identified on the Draft Smart Growth Concept Map currently include 162,132 housing units and 368,162 jobs. In total, nearly 15 percent of all the housing units in the region and 25 percent of all the jobs are located within the "Existing/Planned" areas. In 2005, new housing units in Smart Growth Opportunity Areas comprised nearly 33 percent of all new housing units in the region. This represents an increase over the previous year.

Increases in density in the region's Smart Growth Opportunity Areas, as compared to density in the region as a whole, can also signify success in incentivizing development in smart growth areas. Currently, such data is only available for 2004, but the increases can be monitored over time. In 2004, net residential density in Smart Growth Opportunity Areas totaled 26.6 dwelling units per residential acre, as compared to 3.5 dwelling units per acre in the region at large. Employment density in Smart Growth Opportunity Areas totaled 55.8 jobs per employment acre, as compared to 28.9 jobs per acre in the region at large.

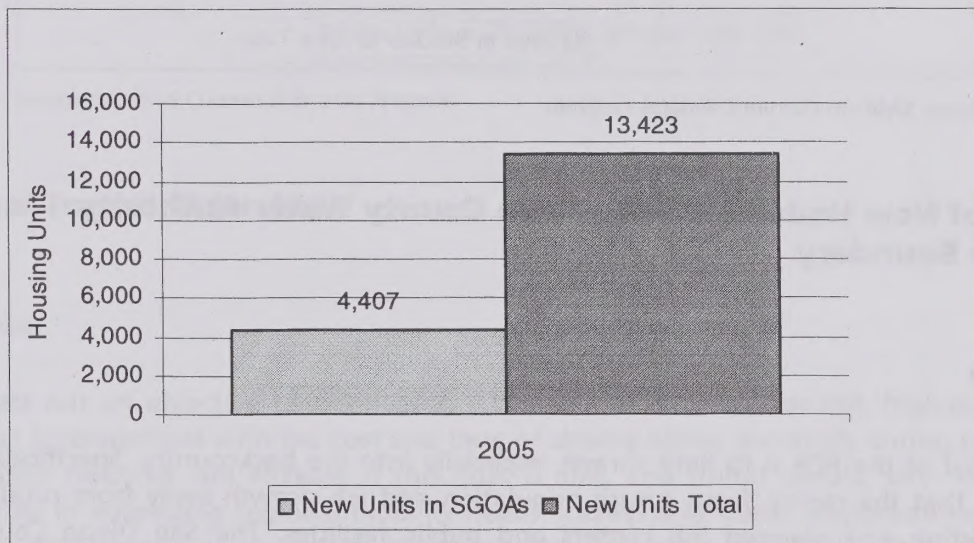


**Table 2**  
**TOTAL HOUSING UNITS AND JOBS COMPARED TO HOUSING AND**  
**JOBS IN EXISTING AND PLANNED SMART GROWTH OPPORTUNITY AREAS**

| <b>Year</b> | <b>Total Housing Units</b> | <b>Housing Units in Smart Growth Areas</b> | <b>Total Jobs</b> | <b>Jobs in Smart Growth Areas</b> |
|-------------|----------------------------|--------------------------------------------|-------------------|-----------------------------------|
| <b>2004</b> | 1,095,077                  | 157,725                                    | 1,449,349         | 368,162                           |
| <b>2005</b> | 1,108,500                  | 162,132                                    |                   |                                   |

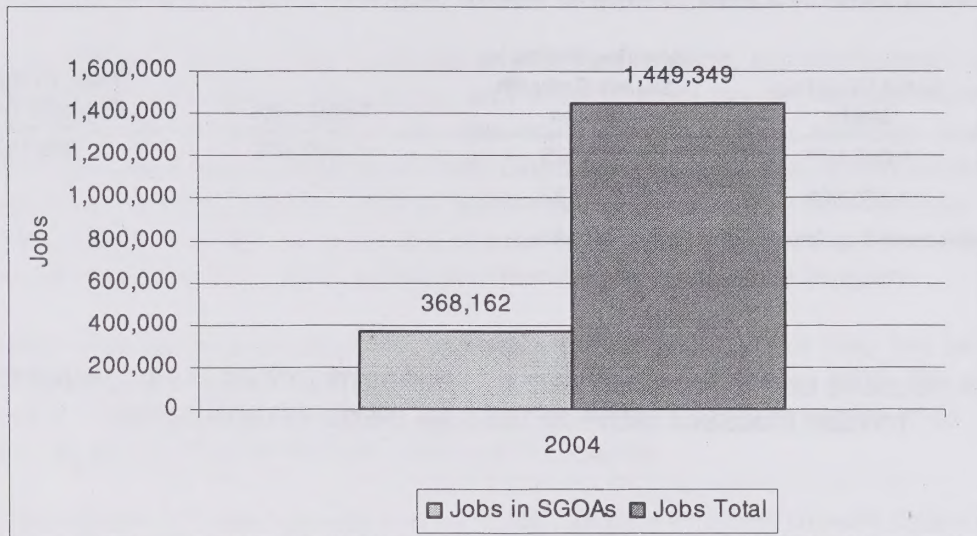
Source: SANDAG Annual Population and Housing Estimates.

**Figure 1**  
**NEW HOUSING UNITS IN SMART GROWTH OPPORTUNITY AREAS COMPARED**  
**TO NEW HOUSING UNITS IN THE SAN DIEGO REGION (2005)**



Source: SANDAG Annual Population and Housing Estimates.

**Figure 2**  
**JOBS IN SMART GROWTH OPPORTUNITY AREAS**  
**COMPARED TO JOBS IN THE SAN DIEGO REGION (2004)**



Source: SANDAG Current Estimates Program.

## **2. Share of New Housing Units within County Water Authority Service Boundary**

### ***Significance***

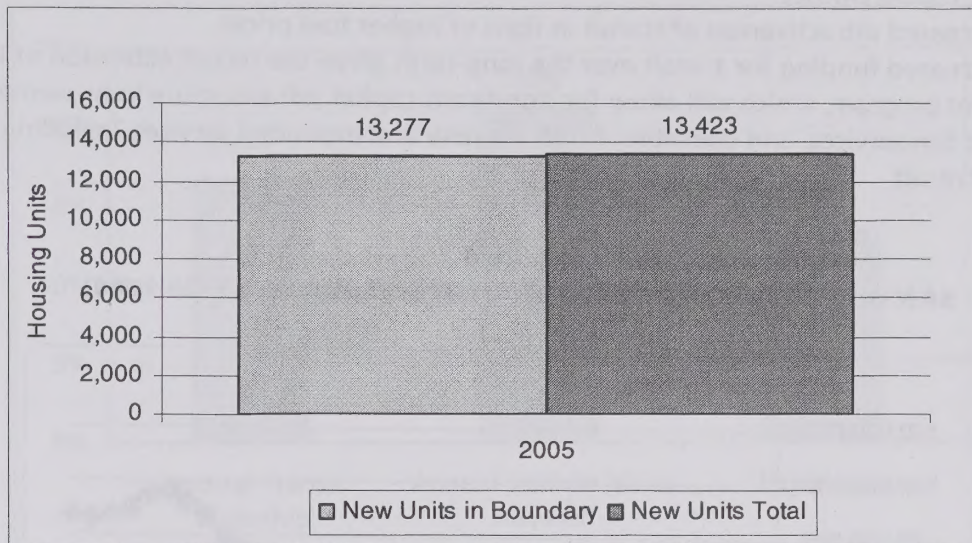
A primary goal of the RCP is to limit sprawl, especially into the backcountry. Specifically, the RCP recommends that the region focus future population and job growth away from rural areas and closer to existing and planned job centers and public facilities. The San Diego County Water Authority (Water Authority) service boundary serves as a useful distinction between existing urban/suburban areas and the backcountry.

### ***Findings***

Since the year 2000, approximately 99 percent of the region's new housing units were constructed within the Water Authority service boundary.



**Figure 3**  
**SAN DIEGO REGION NEW UNITS IN COUNTY WATER**  
**AUTHORITY SERVICE AREA COMPARED TO TOTAL NEW UNITS (2005)**



Source: SANDAG Current Estimates Program

### 3. Annual Transit Ridership

#### **Significance**

The RCP sets out an objective of developing a network of fast, convenient, high-quality transit services that is competitive with the cost and time of driving alone, especially during peak periods. Annual transit ridership will increase if this goal is met, and transit should, over time, play an increased role in addressing regional mobility needs. Increases in transit opportunities and transit use provide citizens with more transportation choices and greater mobility. The following data examine annual ridership trends between 1996 and 2005 as compared with growth rates in population and vehicle miles traveled (VMT).

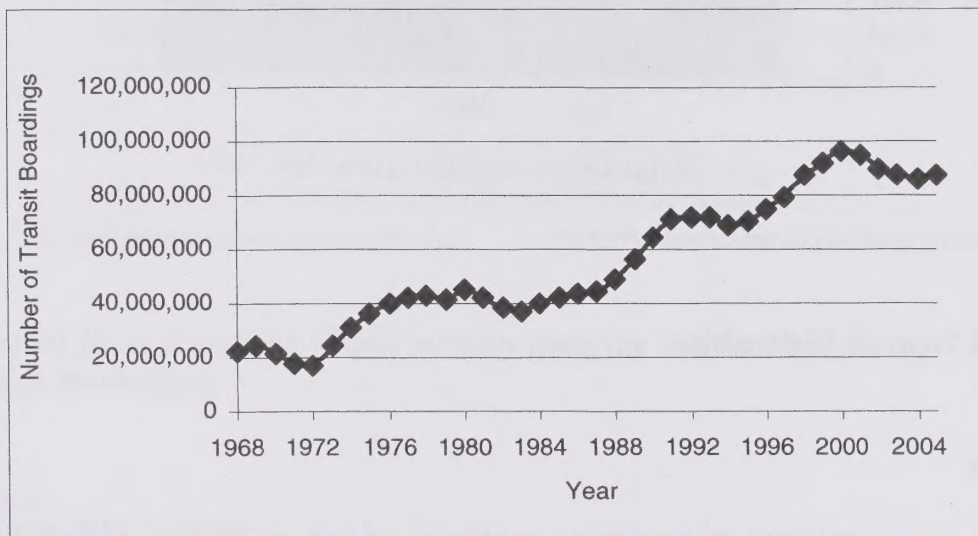
#### **Findings**

The trend in annual transit ridership since 1968 has been increasing. Between 1996 and 2005, annual transit ridership in the San Diego region increased from 74 million riders to nearly 88 million riders, representing an increase of 17 percent. While ridership declined somewhat between 2001 and 2004, the year 2005 reflects the first increase in ridership since 2001, suggesting that this trend may be reversing itself.

The growth in transit ridership outpaced growth in population; demonstrating that the role of transit in serving regional mobility needs has increased. This role may increase further in the future for several reasons:

- The recent opening of the new Green Line trolley
- The future opening of the SPRINTER rail line
- System structural changes being made by both the Metropolitan Transit System and North County Transit District
- The increased attractiveness of transit in light of higher fuel prices
- The increased funding for transit over the long-term given the recent extension of the *TransNet* program, which will allow for significant capital infrastructure improvements for rail and bus services, and operating funds for new and expanded services, including Bus Rapid Transit

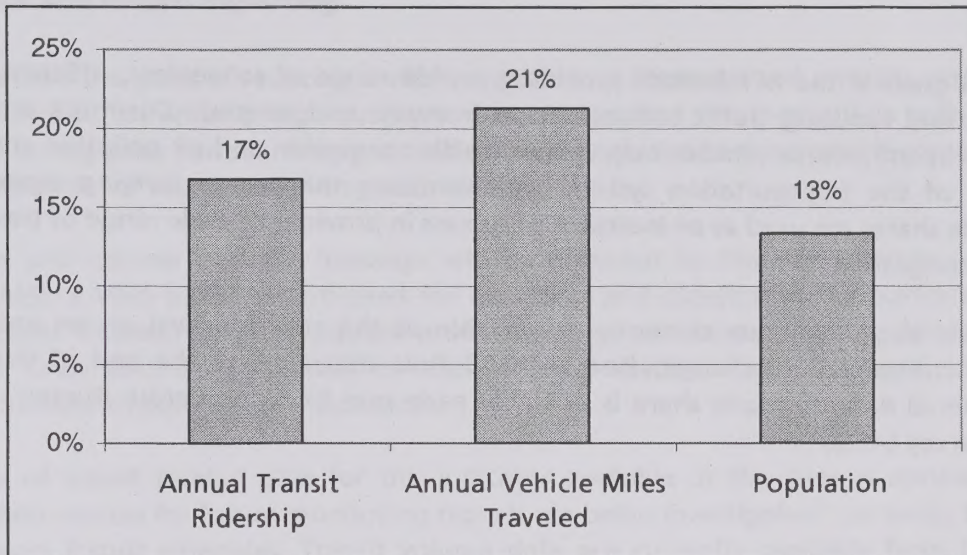
**Figure 4**  
**SAN DIEGO REGION ANNUAL TRANSIT BOARDINGS (1968-2004)**



Source: Annual Boardings Data, Metropolitan Transit System and North County Transit District.



**Figure 5**  
**GROWTH IN TRANSIT RIDERSHIP COMPARED TO VEHICLE MILES TRAVELED AND**  
**POPULATION IN THE SAN DIEGO REGION (1996-2003)**



Sources: Metropolitan Transit System, North County Transit District, SANDAG.

**Table 3**  
**GROWTH IN TRANSIT RIDERSHIP COMPARED TO GROWTH IN POPULATION**  
**AND VEHICLE MILES TRAVELED IN THE SAN DIEGO REGION (1996-2005)**

|                                     | Annual<br>Transit<br>Ridership | Annual<br>Vehicle Miles<br>Traveled | Population      |
|-------------------------------------|--------------------------------|-------------------------------------|-----------------|
| <b>1996</b>                         | 74,679,000                     | 65,532,000                          | 2,621,100       |
| <b>1997</b>                         | 78,047,377                     | 67,354,000                          | 2,653,400       |
| <b>1998</b>                         | 86,446,912                     | 69,665,000                          | 2,702,800       |
| <b>1999</b>                         | 90,582,180                     | 71,984,000                          | 2,751,000       |
| <b>2000</b>                         | 96,024,045                     | 73,632,000                          | 2,813,833       |
| <b>2001</b>                         | 95,128,745                     | 75,795,000                          | 2,863,657       |
| <b>2002</b>                         | 89,953,608                     | 78,117,000                          | 2,920,010       |
| <b>2003</b>                         | 87,224,915                     | 79,442,000                          | 2,971,805       |
| <b>2004</b>                         | 85,902,494                     | N/A                                 | 3,013,014       |
| <b>2005</b>                         | 87,770,419                     | N/A                                 | 3,051,280       |
| <b>Change<br/>1996-2003</b>         | <b>+25,144,579</b>             | <b>+13,910,000</b>                  | <b>+350,705</b> |
| <b>Percent Change<br/>1996-2003</b> | <b>+17%</b>                    | <b>+21%</b>                         | <b>+13%</b>     |

Sources: Metropolitan Transit System, North County Transit District, SANDAG.

## 4. Commute Mode Shares

### ***Significance***

Transportation goals in the RCP include providing a wide range of convenient, efficient, and safe travel choices, and reducing traffic congestion on freeways and arterials. Commute modes other than single-occupant private vehicles help reduce traffic congestion and air pollution and improve the efficiency of the transportation system by maximizing the person carrying capacity. Thus, commute mode shares are used as an indicator of success in providing a wide range of travel choices and reducing congestion.

Commute mode share data are currently unavailable at the corridor level on an annual basis, although this is expected to change. (See SANDAG Role discussion at the end of this Section.) However, regional data on mode share is available each year from the Census Bureau's American Community Survey (ACS).

### ***Findings***

In terms of the commute to work, recent Census data for the 2004-2005 period<sup>1</sup> shows that the automobile continues to be the primary mode of travel in the region for about 89 percent of the home-to-work trips being made. It should be noted that this figure represents a typical means of travel to work and does not reflect activities such as carpooling or riding transit only once a week or occasionally. It should also be noted that the sample does not include people who live in group quarters, such as college dormitories, military quarters, and group homes. Such populations are presumably more likely to use transit or modes other than driving alone, so their exclusion from the survey may mean that the commute mode shares for transit (about 4%), walking (1.3%), and other means, such as bicycling (1.8%) may be understated. 4.2% worked at home.

The other consideration is that these figures only provide a general indication of how people are getting to work on a region-wide basis and do not reflect the effect transit has on commute travel in specific corridors where transit investments have been focused. There are significant differences in commute behavior between communities within the San Diego region. The role of transit is maximized in areas that have transit-supportive land use densities and urban design. For example, Downtown San Diego and City Heights in the Mid-City area are two areas that are well-served by transit. Accordingly, the 2000 Census found that they have transit commute mode shares of 20 percent and 11 percent, respectively. Conversely, areas that are not transit-supportive from a land use standpoint, such as Spring Valley or San Marcos, generate just a two percent transit commute mode share.

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<sup>1</sup> American Community Survey, U.S. Census Bureau



## 5. Travel Times and Volumes for Key Auto and Key Transit Corridors

### ***Significance and Future Reporting***

The RCP includes the goals of reducing traffic congestion on freeways and arterials, and developing a network of fast, convenient, high-quality transit services that are competitive with the time to drive alone during peak periods. Progress toward these goals can be measured by evaluating travel times and volumes for key auto and transit corridors.

Travel time and volume data on freeways will be provided by the Performance Measurement System (PeMS), a Web based system used for reporting and monitoring the performance of the freeway system. Freeway detector stations produce volume and lane occupancy information every 30 seconds. Once data is aggregated for each detector station, PeMS can apply algorithms to estimate a number of performance indicators.

The quality of transit related data for this indicator available at this time is somewhat limited. However, data sources for future monitoring reports are being investigated. Currently, travel time is available from transit schedules. Transit volume data are currently available from the SANDAG Regional Passenger Counting Program where transit ridership volumes are estimated for each transit route once a year. These data sources will likely be used in the near-term until a more sophisticated approach can be implemented.

## 6. Miles of Deficient Roads on Congestion Management Program Network

### ***Significance***

The Congestion Management Program (CMP) network is a subset of the region's most heavily used arterial roadways and freeways, as shown in Map 1 (2006 CMP Roadway Network map).<sup>2</sup> The roads on the network are regularly monitored and rated to determine their Level of Service (LOS). Roadway LOS is a measure used to evaluate how well a roadway section or intersection operates. LOS is commonly described in letter form, ranging from LOS A (least congested) to LOS F (most congested). Peak hour levels of service in 2005 for all roads on the network are shown on Map 2 (2005 Peak Hour LOS map). Congested roadways and freeways (those designated with LOS F) are considered "deficient." The number of miles of deficient roads are key indicators to monitor the success of implementing MOBILITY 2030, the transportation component of the RCP. As traffic worsens, the number of deficient miles increases.

### ***Findings***

When compared to prior years, congestion has stabilized on the region's freeways and conventional highways. Congestion fluctuated on the region's arterials between 2001 and 2005. Between 2001 and 2003, the number of deficient miles on the region's highways decreased slightly and remained the same in 2005. But the number of deficient miles increased considerably on arterials between 2001 and 2003, then decreased somewhat in 2005. Freeways also showed a slight increase in the number of deficient miles, followed by stabilization in 2005.

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<sup>2</sup> Arterials, Freeways, Highways Defined:

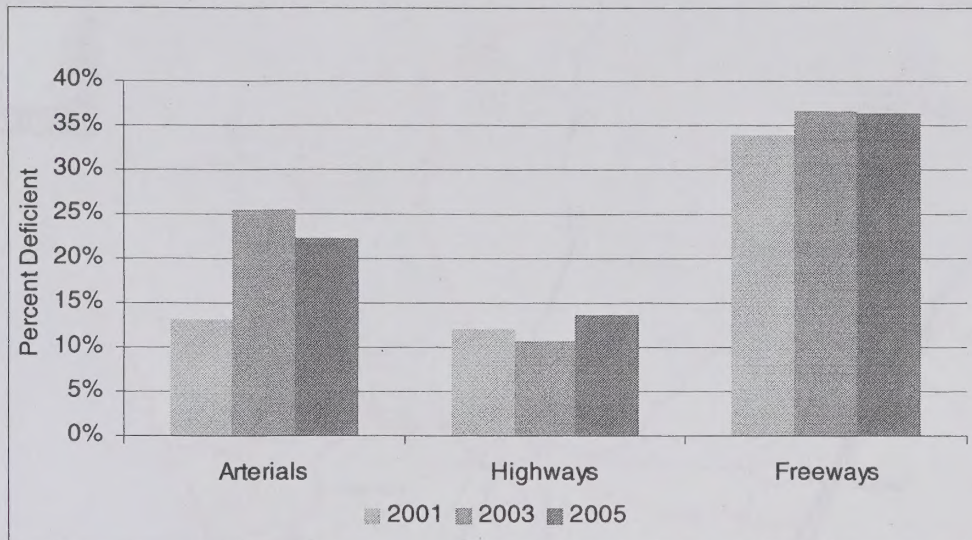
Principal Arterials – Signalized streets that serve primarily through traffic and provide access to abutting properties as a secondary function. For example, Balboa Avenue from I-5 to I-15.

Freeways – Multilane divided roadways grade separated from other roadways, with full control access and egress. For example, Interstate 5.

Highways – State or federally-designated urban or rural routes, designed to accommodate longer trips in the region. For example, State Route 75.



**Figure 6**  
**PERCENT OF CMP NETWORK THAT IS DEFICIENT (2001, 2003, AND 2005)**



Source: SANDAG Congestion Management Program updates, 2002, 2004, 2006.

**Table 4**  
**PERCENT OF CMP NETWORK THAT IS DEFICIENT (2001, 2003, AND 2005)**

**Percent Deficient Roads**

Percent deficient is calculated from Miles Deficient and Total Miles.

**Percent Deficient Roads**

|      | Arterials | Highways | Freeways |
|------|-----------|----------|----------|
| 2001 | 13%       | 12%      | 34%      |
| 2003 | 26%       | 11%      | 37%      |
| 2005 | 22%       | 14%      | 36%      |

**Miles of Deficient Roads**

|      | Arterials | Highways | Freeways |
|------|-----------|----------|----------|
| 2001 | 13        | 34       | 106      |
| 2003 | 25        | 30       | 118      |
| 2005 | 23        | 32       | 117      |

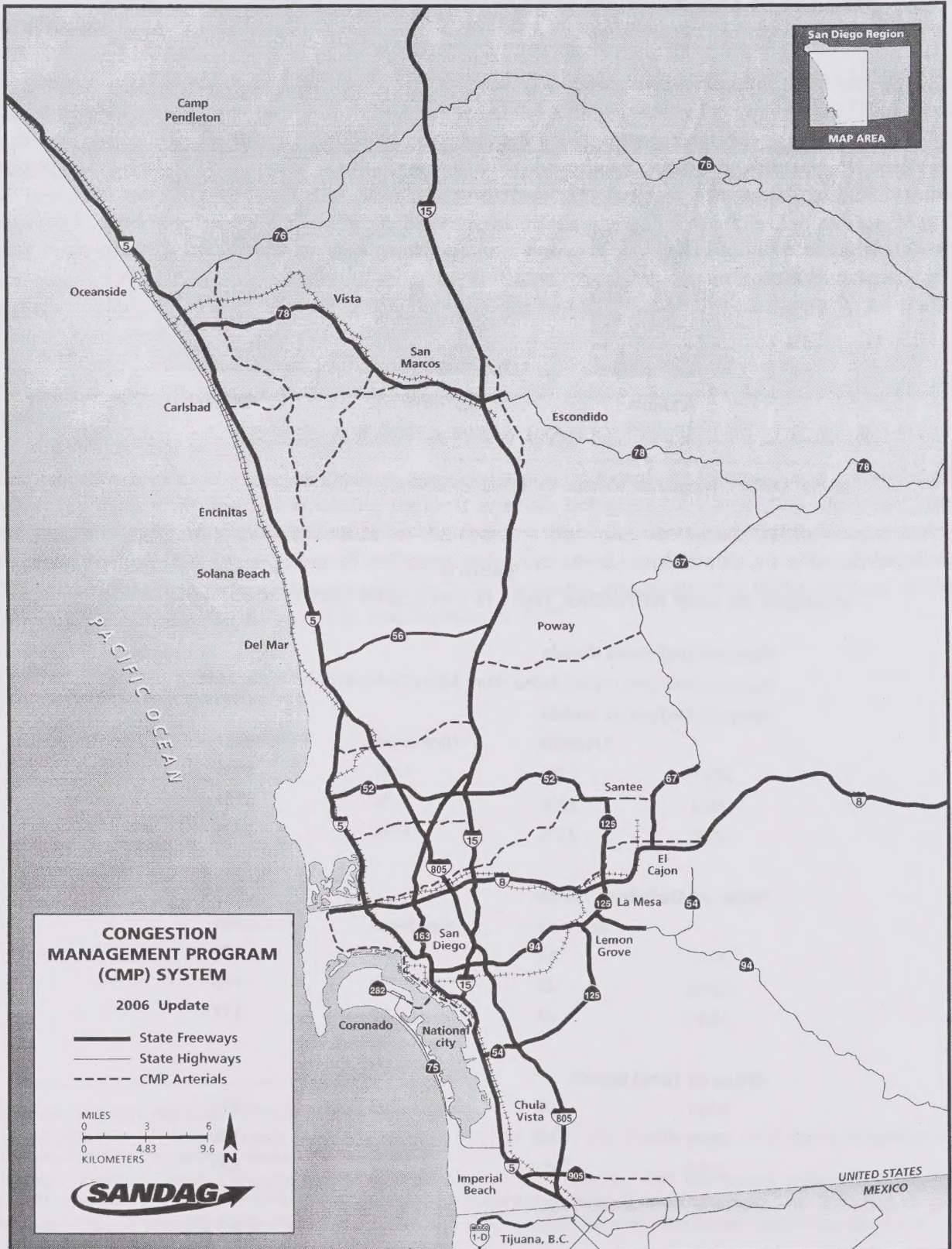
**Miles of Total Roads**

|      | Arterials | Highways | Freeways |
|------|-----------|----------|----------|
| 2001 | 98        | 283      | 312      |
| 2003 | 98        | 283      | 323      |
| 2005 | 102       | 237      | 321      |

Source: SANDAG Congestion Management Program updates, 2002, 2004, 2006.



# Map 1 2006 CMP ROADWAY NETWORK





**Map 2**  
**2005 PEAK HOUR LEVEL OF SERVICE**







## **7. Annual Hours of Traffic Delay Per Traveler**

### ***Significance***

Annual hours of traffic delay per traveler is a key indicator for monitoring the success of implementing MOBILITY 2030, the transportation component of the RCP. Whereas average travel time during the peak period is a good measure of performance in individual corridors, annual hours of delay is a better overall regional indicator of the time residents spend in traffic each year – increased time spent in traffic typically corresponds to decreases in residents' productivity and quality of life, and an increase in air pollution. As traffic worsens, annual hours of delay increases.

This indicator could be viewed as not simply an indicator of congestion. The findings could also reflect the region's land use decisions regarding the location of jobs, housing, and retail establishments, as well as residents' choices regarding where to live, where to work, and where to shop. Presumably as smart growth is implemented, such decisions can help to reduce annual hours of traffic delay experienced by the region's residents.

### ***Findings***

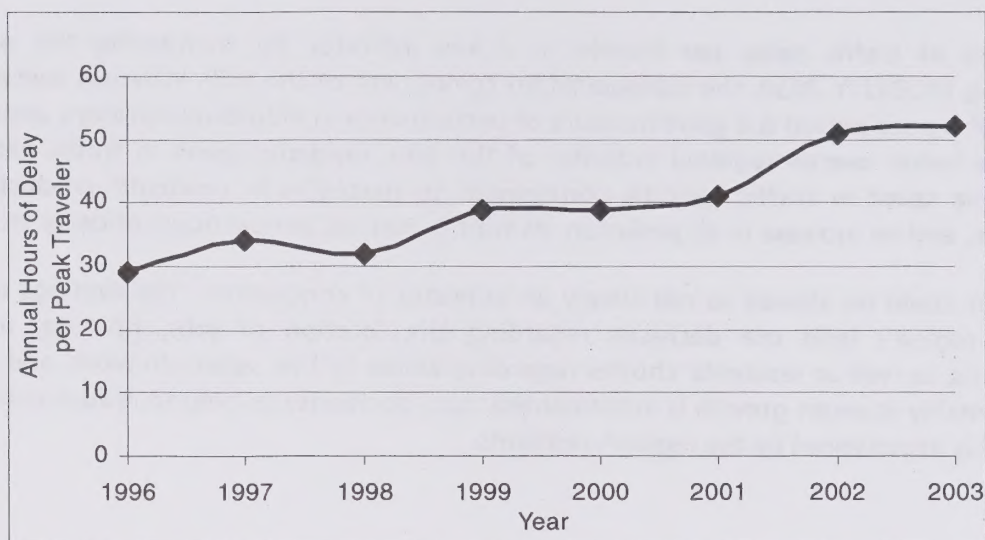
The region's residents are spending an increasing amount of time in traffic. Annual hours of traffic delay represents the extra travel time it takes travelers to complete a trip during peak periods (6 to 9 a.m. and 4 to 7 p.m.) as a result of congestion. Between 1996 and 2003, the region experienced a 79 percent increase in the average hours of traffic delay per traveler during peak periods.

Delay continues to grow as annual vehicle miles of travel (VMT) outpaces the growth in population, employment, and new highway miles. Major highway improvements that may have contributed to the slower growth of traffic delay in the years 1997 and 1999-2001 include the State Route 76 expressway in Oceanside, portions of State Route 125 north of Interstate 8, and State Route 15 south of Interstate 8. The recent completion of the Green Line trolley extension to San Diego State University, along with projects underway at the I-5/I-805/SR 56 interchange and in the I-15 may help to curb the upward trend in regional traffic delay.<sup>3</sup>

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<sup>3</sup> Annual Hours of Traffic Delay per traveler: To calculate "Annual Hours of Delay," Texas Transportation Institute estimates the daily vehicle hours delay per incident (delays that result from accidents or broken down vehicles) and recurring (predictable) conditions for both freeways and principal arterials. This is then multiplied by a factor of 250 (represents working days per year) and 1.25 (represents average persons per vehicle).

**Figure 7**  
**ANNUAL HOURS OF TRAFFIC DELAY PER TRAVELER DURING PEAK PERIODS (1996-2003)**



Source: Annual Urban Mobility Study, Texas Transportation Institute.

**Table 5**  
**ANNUAL HOURS OF TRAFFIC DELAY PER TRAVELER DURING PEAK PERIODS (1996-2003)**

| Hours of<br>Traffic Delay |    |
|---------------------------|----|
| 1996                      | 29 |
| 1997                      | 34 |
| 1998                      | 32 |
| 1999                      | 39 |
| 2000                      | 39 |
| 2001                      | 41 |
| 2002                      | 51 |
| 2003                      | 52 |

Source: Annual Urban Mobility Study, Texas Transportation Institute.

## 8. Regional Crime Rate

### **Significance**

One goal of the RCP is to create safe, healthy, walkable, and vibrant communities. The regional crime rate, as measured by Federal Bureau of Investigation (FBI) Index Crimes, is one way to



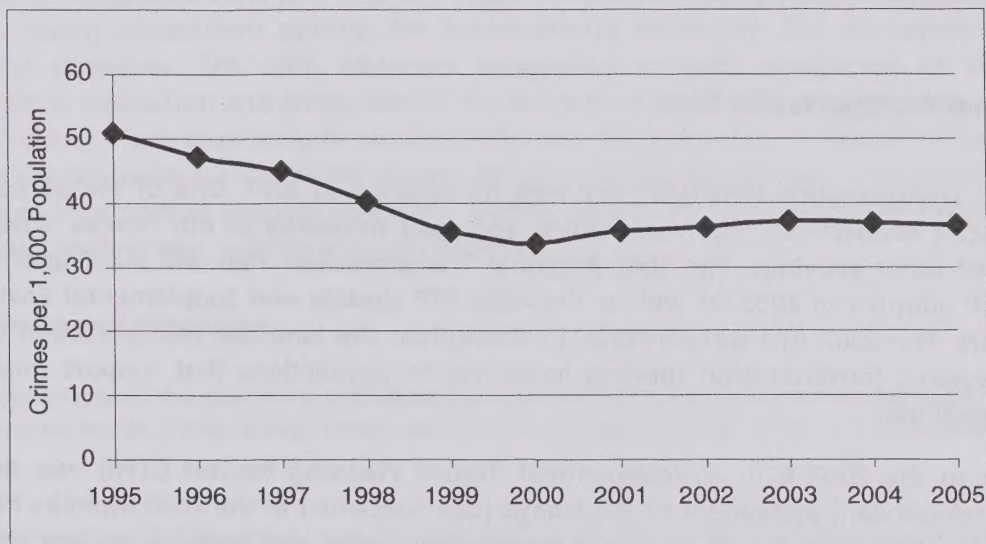
measure safety. FBI Index Crimes include homicide, rape, robbery, aggravated assault, burglary, larceny, and motor vehicle theft.

### Findings

Crime in the region decreased significantly between 1995 and 1999, and has remained relatively constant since 1999. Some explanation for this trend can be found in the SANDAG Criminal Justice Research Division April 2006 report entitled *Twenty-Five Years of Crime in the San Diego Region: 1981 through 2005*:

*"A number of theories have been provided regarding possible factors related to this overall drop in crime, including declining numbers of young males in high crime-associated age groups, legislation which increased jail and prison time for violent offenses, economic factors, and the implementation of effective crime prevention programs."*

**Figure 8**  
**FBI INDEX CRIMES PER 1,000 POPULATION (1995-2005)**



Source: SANDAG Criminal Justice Research Division (data provided by local law enforcement agencies).

## URBAN FORM AND TRANSPORTATION SUMMARY

### Conclusions

It is promising that one-third of the new housing units built in 2005 were in Smart Growth Opportunity Areas, and that 99 percent of the region's housing stock is located within the Water Authority service area. Transit ridership has fluctuated, but the general trend over the last decade is upward. In some areas, as much as 20 percent of commute trips are made by transit. However,

traffic congestion on most of our roads and freeways has increased over the last 10 years, as have total hours of travel delay. Crime has declined significantly.

## **Future Target Setting**

Currently no targets have been set for this group of indicators. Targets may be developed in the future for some or all of the indicators as a result of discussions among local elected officials, stakeholders, and SANDAG staff. The Independent Transit Planning Review panel has recommended that commute mode share targets be set for defined corridors. SANDAG has identified a preliminary set of key transportation corridors that will be used to monitor mode share and other transportation related performance indicators.

## **SANDAG Role**

As the region's transportation planning agency, SANDAG plays many roles with regard to the regional transportation goals laid out in the RCP. Here is a list of some of the pertinent programs and projects. More detailed information is available from the SANDAG public information office and Web site.

### ***2007 Regional Transportation Plan***

The Regional Transportation Plan (RTP) will next be updated in 2007. One of the purposes of the RTP is to better connect our freeway, transit, and road networks to our homes, schools, work, shopping, and other activities. The 2007 Regional Transportation Plan will build upon MOBILITY 2030, the RTP adopted in 2003, as well as the 2006 RTP Update and Supplemental Environmental Impact Report. The 2007 RTP will continue to strengthen the land use transportation connection and offer regional transportation funding incentives to jurisdictions that support smarter, more sustainable land use.

As an input to the 2007 RTP, an Independent Transit Planning Review (ITPR) was designed to provide an independent assessment of the transit plan contained in the 2030 Mobility Plan. A peer review panel, made up of transit planning, transit operations, and land use experts from around North America, helped guide the study process and work of a technical consultant. In addition to providing recommendations on the transit plan and project corridors, they also discussed the need for increased coordination of SANDAG Smart Growth initiatives and overall RCP goals with transportation planning. Recommendations contained in the final report prepared by the peer review panel and consultant will serve as input into the 2007 comprehensive update of the RTP.

### ***Smart Growth Concept Map***

The draft Smart Growth Concept Map lays out almost 200 existing, planned, or potential smart growth locations that have been identified by the 18 cities and the County of San Diego as Smart Growth Opportunity Areas. The Map will provide a framework for such programs as the *TransNet* Smart Growth Incentive Program, and recommendations that will be included in the 2007 RTP. The final map will be approved in 2007.



## ***Pilot Smart Growth Incentive Program and the TransNet Smart Growth Incentive Program***

The Pilot Smart Growth Incentive Program awarded \$19 million of federal Transportation Enhancement funds to projects throughout the region that integrate smart growth land uses and transportation facilities. Lessons learned from the Pilot Program will guide the design of the TransNet Smart Growth Incentive Program, which will fund \$7 million in projects each year beginning in 2009.

## ***Urban Design Guidelines***

SANDAG is preparing Smart Growth Urban Design Guidelines that will provide guidance to local governments, planners, developers, community members, and others in defining smart growth development principles.

## ***Congestion Management Program***

The Congestion Management Program (CMP) provides innovative options for managing our region's traffic congestion now and into the future. The CMP addresses both current and future congestion, giving jurisdictions options for implementing innovative and preventive congestion management strategies. The CMP addresses congestion through monitoring of our region's roadway system, evaluation and mitigation of the impacts of new major developments on the CMP system, Deficiency Plans that include recommendations for improving a roadway's performance, and alternative strategies such as better project design to encourage transit use and walking, or the establishment of carpool or vanpool programs, among others. The CMP also recommends programs to encourage bicycling and walking through Ridelink.

## ***Other Projects and Programs***

SANDAG also oversees the planning and development of key transportation projects and programs that may impact mode share, travel times, and traffic congestion over time. Some examples are:

- The Interstate 15 Managed Lanes/Bus Rapid Transit will create a 20-mile Managed Lanes facility in the median of Interstate 15 between State Route 163 and State Route 78 designed to provide priority access for transit, carpooling, and *FasTrak*.
- The Mid-Coast Transit Corridor project will connect with trolley service from the Old Town Transit Center to the University of California, San Diego (UCSD) and University Towne Centre areas.
- The 22-mile Sprinter rail project will link the downtown areas of four rapidly growing North County cities: Oceanside, Vista, San Marcos, and Escondido.
- Evaluating the use of freeway shoulder lanes for buses in times of congestion based upon what is learned in the one-year demonstration project that allow buses on MTS Route 960

to use the freeway shoulder from Interstate 805 and Nobel Drive to State Route 52 and Kearny Villa Road during morning and evening rush hours.

- *Ridelink* coordinates a number of free commuter services to San Diego region residents to promote alternatives to driving alone to work or school.
- Implementing selected recommendations from the Independent Transit Planning Review including evaluating alternative approaches for monitoring the transit mode share in key transportation corridors to accurately measure return on transit investments.
- \$19 million in *TransNet* funding has been allocated towards Regional Bicycle Projects and Walkable Communities. Projects are ongoing to provide access to transit, build additional bikeways, and expand the entire network for safe and convenient bicycle travel. Making the streets more pedestrian-friendly is another SANDAG goal, which the Walkable Communities program seeks to achieve. This demonstration program will show how walkable communities benefit neighborhoods, increase pedestrian safety, and contribute to smart growth planning.



## HOUSING





# HOUSING

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## INTRODUCTION

Affordable housing is typically defined as housing for which the resident pays no more than 30 percent of their income toward housing costs. The lack of affordable housing is one of the major issues facing the San Diego region today. Housing can provide stability to our neighborhoods, communities, and families. It is vital to our economy. It is directly linked to traffic congestion, the length of our commutes, and the quality of our environment. Unfortunately, the costs of renting or owning a home in the San Diego region have risen dramatically over the past ten years. In fact, our region is regularly ranked as one of the top ten areas in the nation with the highest priced and least affordable housing.

A core value of the Regional Comprehensive Plan is to provide more housing choices—more apartments, condominiums, and single family homes in all price ranges. How much housing we build, what type of housing we build, and where we build it are some of the most important decisions we can make in shaping our region's future.

While the types of homes vary, the majority (61 percent) of the housing units in the San Diego region are single family homes. Multifamily homes make up 35 percent of the region's housing stock, and mobile homes, manufactured homes, and trailers comprise the remaining four percent.

The cost of homes in the region has increased dramatically over the last decade, especially when compared to household income, which has increased only slightly over the past 20 years. As of December 2005, only nine percent of households in the San Diego region could afford a median priced home, compared to 14 percent in California and 49 percent for the nation.<sup>4</sup>

Rental housing costs also are high. In an annual survey of rental costs entitled "Out of Reach," the National Low Income Housing Coalition ranked the San Diego region as the 11th costliest rental housing market in the United States—up from 12th the year before. In 1999, the region ranked 40th.

To find affordable housing, many workers are moving far from their jobs, often outside San Diego County or across the international border. A recent survey indicates that 29,000 south western Riverside County residents commute into San Diego County for work, and workers even move as far away as Imperial County to find homes they can afford. An estimated 40,000 workers cross the border from Mexico each day for jobs in the San Diego region and many are U.S. citizens (Caltrans Traffic Census). This imbalance between jobs and housing is leading to a tremendous strain on our roads, freeways, infrastructure, and environment, as well as a strain on the quality of life for those commuters.

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<sup>4</sup> Source: California Association of Realtors, Housing Affordability Index, December 2005

The indicator data included in this chapter establish a baseline for tracking progress toward the following goal included in the RCP:

- Provide a variety of affordable and quality housing choices for people of all income levels and abilities throughout the region

The indicators designated for tracking progress toward the above housing goal are as follows:

1. Housing Affordability Index
2. Percent of Households with Housing Costs Greater Than 35 percent of Income
3. Ratio of New Jobs to New Housing Units
4. Share of New and Existing Units by Structure Type and Income Category
5. Vacancy Rates
6. Percent of Households Living in Overcrowded Conditions
7. Number of households on the waiting list for Section 8 (housing assistance) Vouchers

## **1. Housing Affordability Index**

### ***Significance***

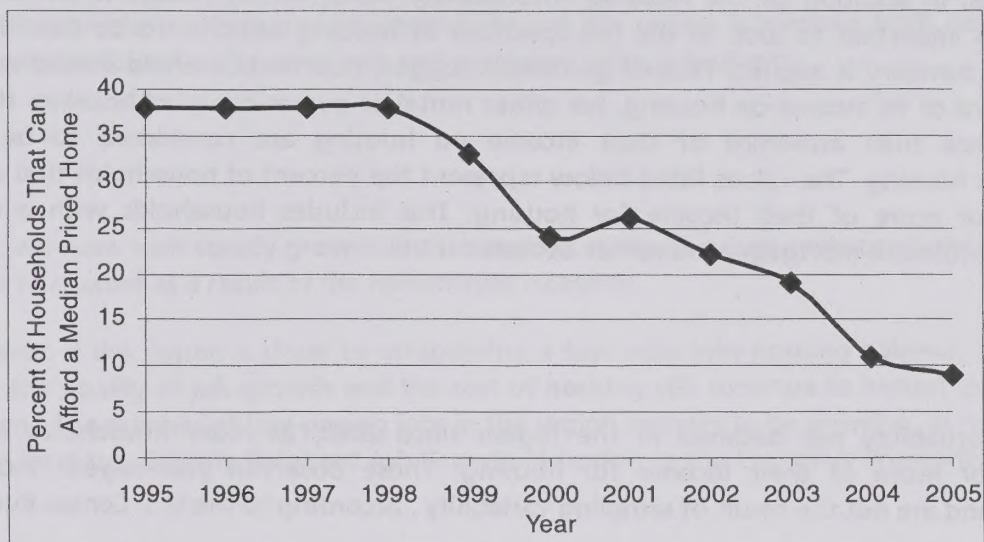
A primary goal of the RCP is to provide a variety of affordable housing choices for people of all income levels. The Housing Affordability Index rates the affordability of owner-occupied units currently on the market. The Index compares local median housing prices (including mortgage payments, interest rates, taxes, and insurance) with local household incomes to determine overall affordability. The Index shows the percentage of households that can afford a median priced home in the county. Lower index values represent less housing affordability. The Index ranges from zero (no household can afford a median priced home) to 100 (every household can afford a median priced home).



## Findings

Housing affordability in the region has decreased significantly since 1995.

**Figure 9**  
**HOUSING AFFORDABILITY INDEX (1995-2005)**



Source: California Association of Realtors.

**Table 6**  
**HOUSING AFFORDABILITY INDEX (1995-2005)**

| Percent of Households that<br>can Afford a Median Priced<br>Home in San Diego |      |
|-------------------------------------------------------------------------------|------|
| Year                                                                          |      |
| 1995                                                                          | 38 % |
| 1996                                                                          | 38 % |
| 1997                                                                          | 38 % |
| 1998                                                                          | 38 % |
| 1999                                                                          | 33 % |
| 2000                                                                          | 24 % |
| 2001                                                                          | 26 % |
| 2002                                                                          | 22 % |
| 2003                                                                          | 19 % |
| 2004                                                                          | 11 % |
| 2005                                                                          | 9 %  |

Source: California Association of Realtors.

## 2. Percent of Households with Housing Costs Greater Than 35 Percent of Income

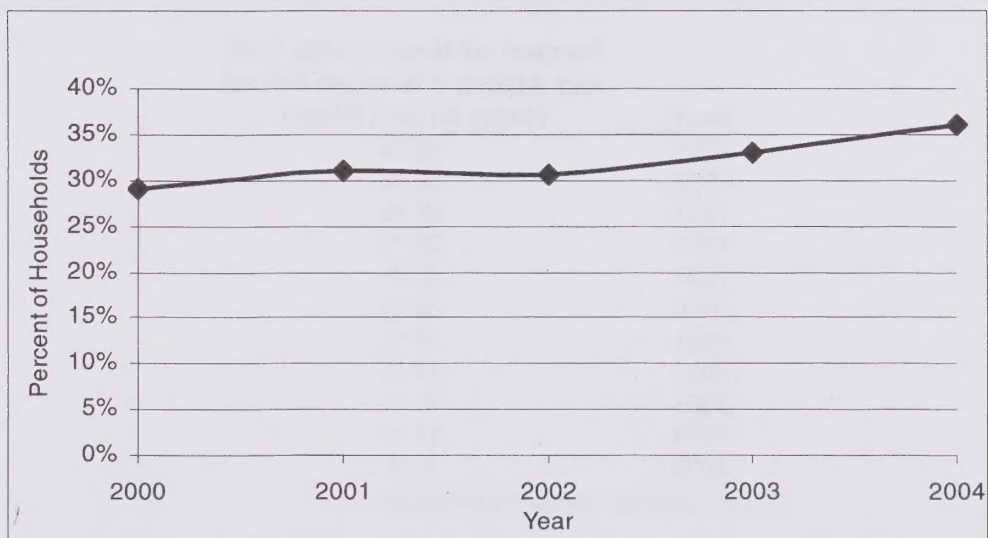
### Significance

A primary goal of the RCP is to provide a variety of affordable housing choices for people of all income levels. In addition to the Housing Affordability Index, which relates to owner-occupied housing, it is important to look at the full spectrum of housing options. To do this, the federal affordability standard is applied. Federal guidelines suggest that no household should spend more than one-third of its income on housing, for either rental or owner-occupied housing. Households spending more than one-third of their income on housing are considered to be living in unaffordable housing. The values listed below represent the percent of households that are paying 35 percent or more of their income for housing. This includes households with a mortgage, households without a mortgage, and renter-occupied units.

### Findings

Housing affordability has declined in the region since 2000, as more households are paying 35 percent or more of their income for housing. These observed year-to-year increases are significant, and are not the result of sampling variability, according to the U.S. Census Bureau.

**Figure 10**  
**PERCENT OF HOUSEHOLDS PAYING 35 PERCENT**  
**OR MORE OF INCOME FOR HOUSING (2000-2004)**



Source: American Community Survey, U.S. Census Bureau.



### 3. Ratio of New Jobs to New Housing Units

#### Significance

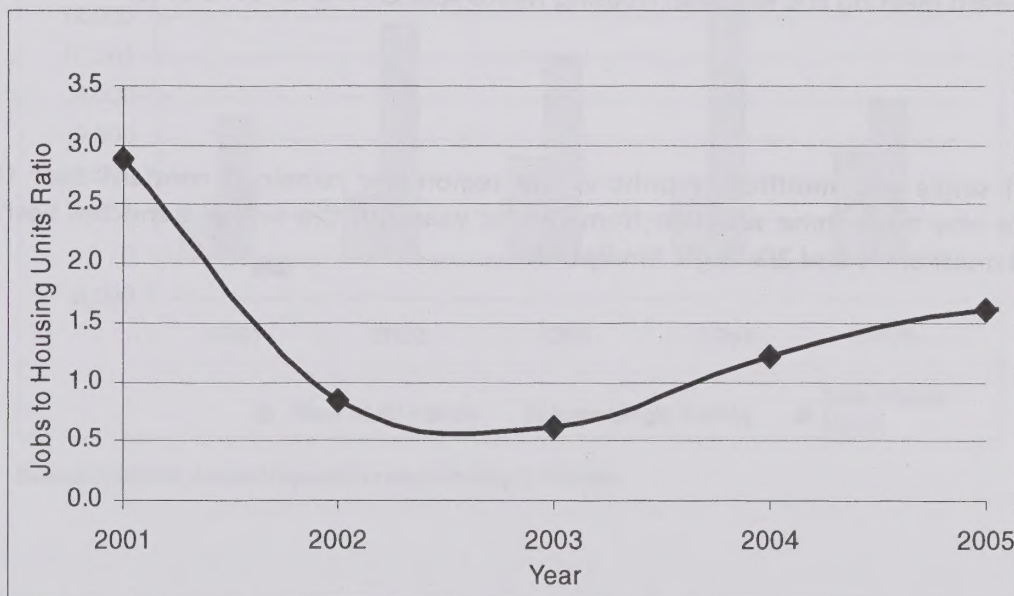
A balance of jobs and housing is fundamental to many of the goals and objectives of the RCP. In particular, the RCP focuses on providing an adequate supply of housing for our region's workforce and adequate sites to accommodate business expansion and retention. The ratio of new jobs to new housing units provides an indicator of whether or not the region is meeting both goals and is a calculated variable based on housing unit and wage and salary job counts.

#### Findings

Since 2001, we have seen steady growth in the number of new housing units completed, while job growth has fluctuated as a result of the nationwide recession.

However, even if the region is closer to establishing a favorable jobs-housing balance, it should be noted that the quality of job growth and the cost of housing still continue to impact quality of life in the region. The number of low-paying jobs in the region appears to be growing, as housing costs continue to increase. See the Balanced Job Growth indicator, in the Economic Prosperity chapter of this report.

**Figure 11**  
**TOTAL NEW JOBS PER NEW HOUSING UNIT RATIO (2001-2005)**



Source: SANDAG Annual Population and Housing Estimates, California Employment Development Department.

**Table 7**  
**TOTAL JOBS PER HOUSING UNIT RATIO (2001-2005)**

| <b>Year</b> | <b>Housing Units</b> | <b>Jobs</b> | <b>New Units</b> | <b>New Jobs</b> | <b>New Jobs / New Units</b> | <b>Jobs / Units</b> |
|-------------|----------------------|-------------|------------------|-----------------|-----------------------------|---------------------|
| 2000        | 1,040,149            | 1,193,800   |                  |                 |                             |                     |
| 2001        | 1,048,699            | 1,218,400   | 8,550            | 24,600          | 2.9                         | 1.2                 |
| 2002        | 1,063,371            | 1,230,700   | 14,672           | 12,300          | 0.8                         | 1.2                 |
| 2003        | 1,078,416            | 1,240,100   | 15,045           | 9,400           | 0.6                         | 1.1                 |
| 2004        | 1,095,077            | 1,258,600   | 16,661           | 18,500          | 1.1                         | 1.1                 |
| 2005        | 1,108,500            | 1,281,000   | 13,423           | 22,400          | 1.7                         | 1.2                 |

*Source: SANDAG Annual Population and Housing Estimates, California Employment Development Department.*

#### **4. Share of New and Existing Units by Structure Type and Income Category**

##### ***Significance***

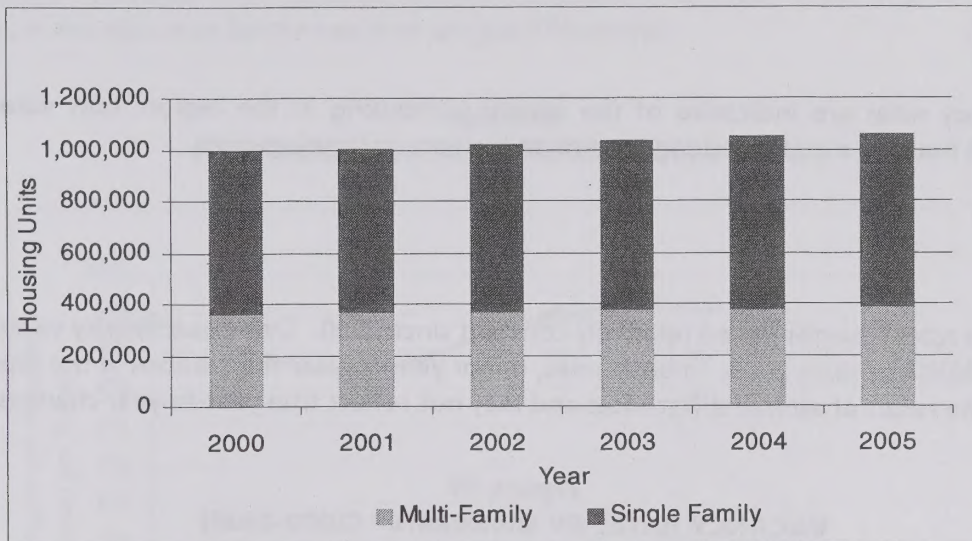
A primary goal of the RCP is to provide a variety of housing choices for people of all ages and income levels. The mix of single family and multifamily units is an indicator of the types of housing choices available to the region's residents. Single family units may be either detached or attached units. Multifamily units include apartment buildings. Condominiums may fall into either category, depending on the configuration of the building. Note: Data on new and existing units by income category are not currently available, but should be included in future reports. Additionally, as stipulated in the SANDAG Board Policy No.033, jurisdictions are asked to report annually on their progress toward meeting the Regional Housing Needs Assessment for 2005-2010.

##### ***Findings***

The mix of single and multifamily units in the region has remained constant over time. New construction may show some variation from year to year, but the overall trend has been a mix of roughly 1/3 multifamily and 2/3 single family units.

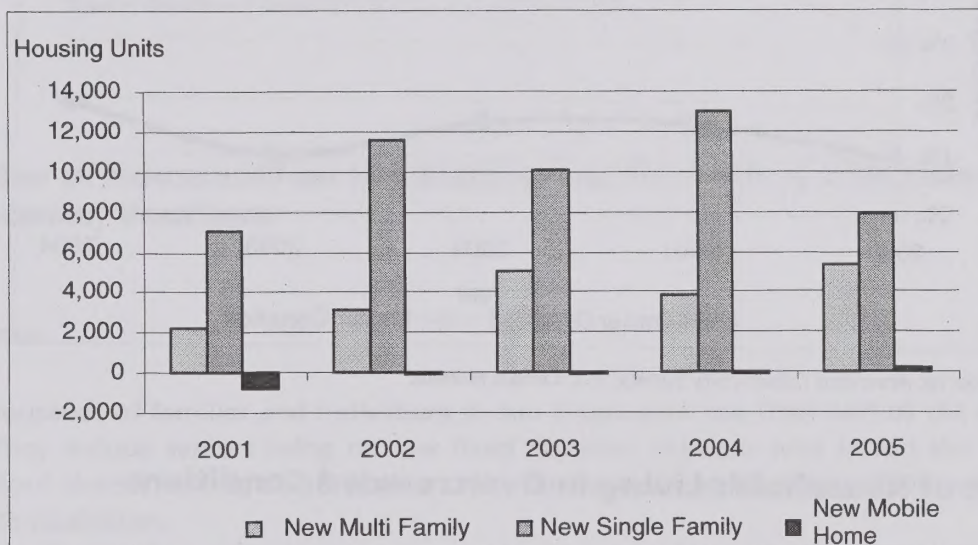


**Figure 12**  
**SHARE OF EXISTING UNITS BY STRUCTURE TYPE (2000-2005)**



Source: SANDAG Annual Population and Housing Estimates

**Figure 13**  
**NEW MULTIFAMILY AND SINGLE FAMILY UNITS (2001-2005)**



Source: SANDAG Annual Population and Housing Estimates

## 5. Vacancy Rates

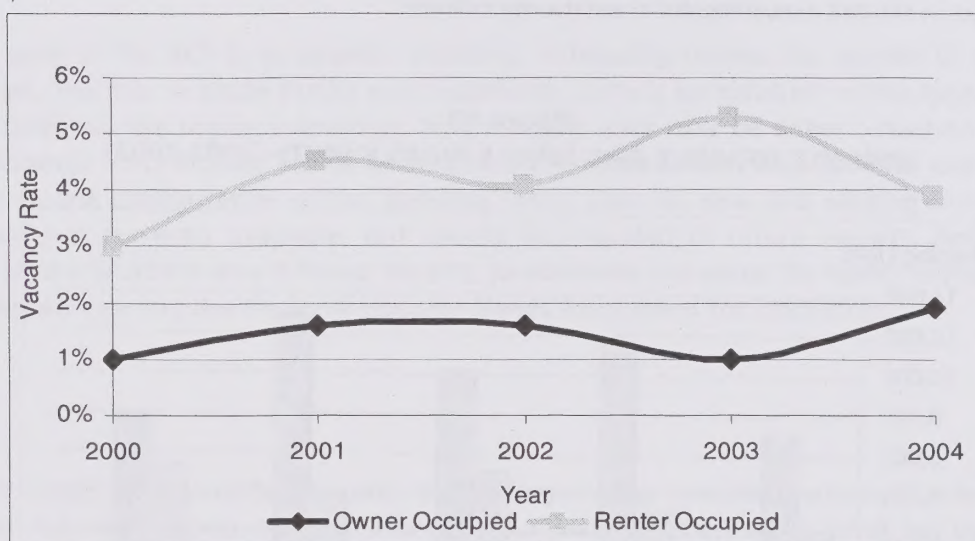
### Significance

Housing vacancy rates are indicative of the supply of housing in the region. Low vacancy rates suggest a tight housing supply, and can lead to an increase in housing costs.

### Findings

Rental vacancy rates have remained relatively constant since 2000. Owner-occupancy vacancy rates have increased slightly since 2000. In both cases, minor year-to-year fluctuations in the reported data may be the result of sample differences and may not reflect true year-to-year changes.

**Figure 14**  
**VACANCY RATES BY OWNERSHIP (2000-2004)**



Source: American Community Survey, U.S. Census Bureau.

## 6. Percent of Households Living in Overcrowded Conditions

### Significance

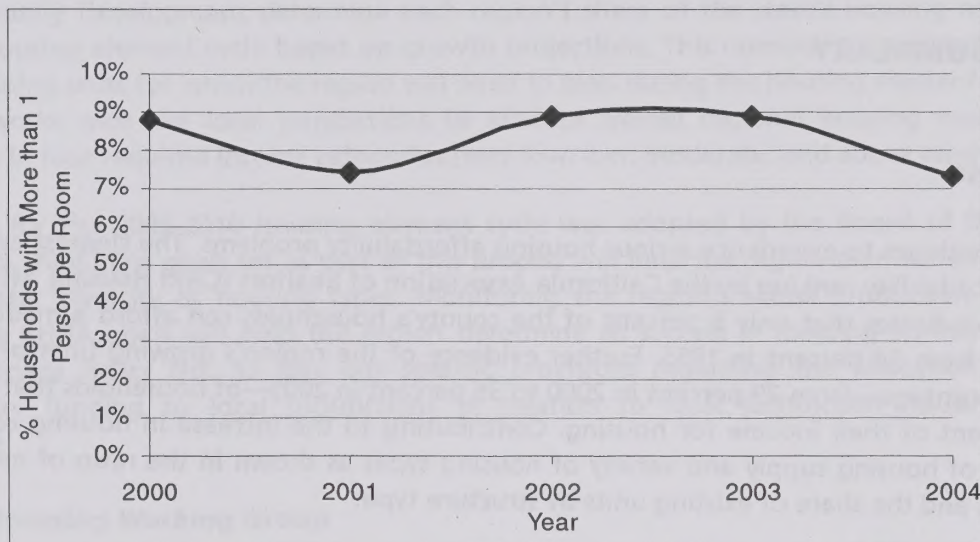
Overcrowding is an indicator of both the supply and affordability of housing. Overcrowded housing suggests that residents either cannot find, or cannot afford, adequate housing. Federal guidelines suggest that a household is overcrowded if there is more than one person per room in the housing unit.



## Findings

Overcrowding in the region has remained relatively constant since 2000. Minor year-to-year fluctuations in the data may be the result of sample differences.

**Figure 15**  
**OVERCROWDING IN THE REGION (2000-2004)**



Source: American Community Survey, U.S. Census Bureau.

## 7. Number of Household on the Waiting List for Section 8 (Housing Assistance) Vouchers

### Significance

Tens of thousands of families and individuals in San Diego earn less than half of the median area income. They include seniors living on low fixed incomes, veterans who served the country but cannot afford decent homes, single-parent and even two-parent families in low-wage jobs, and people with disabilities.

To assist with rental costs, various housing authorities manage major programs to help house San Diegans. These programs make housing more affordable by reducing a family's rent amount. One such program is Section 8, which was enacted as part of the Housing and Community Development Act of 1974. The Section 8 rental assistance programs are federally funded and administered through various housing agencies.

## **Findings**

There are six housing authorities that administer the Section 8 program in the San Diego region; these agencies include the San Diego Housing Commission, the San Diego County Housing Authority, and the cities of Carlsbad, Encinitas, National City, and Oceanside. According to staff at these agencies, approximately 73,500 households are on Section 8 waiting lists with a wait time that ranges from four to seven years.

## **HOUSING SUMMARY**

### **Conclusions**

The region continues to experience serious housing affordability problems. The clearest evidence of this is the affordability ranking by the California Association of Realtors (CAR) Housing Affordability Index, which indicates that only 9 percent of the county's households can afford a median priced home, down from 38 percent in 1995. Further evidence of the region's growing unaffordability is the rising percentage—from 29 percent in 2000 to 36 percent in 2005—of households that pay more than 35 percent of their income for housing. Contributing to the increase in housing costs is the region's lack of housing supply and variety of housing types as shown in the ratio of new jobs to housing units and the share of existing units by structure type.

During the 1999-2004 housing element cycle the number of new homes built for very low and low income households in the region was about 5,800 units or about 16 percent of the new housing needed as identified in the Regional Housing Needs Assessment. (See the Regional Housing Needs Assessment discussion below.)

Although home sales and home prices in San Diego have experienced historically high rates of growth since approximately 2000, rising interest rates and the increasing stock of resale homes indicate that San Diego's housing market is starting to plateau. In recent years, the rapid appreciation of existing housing stock combined with increased utilization of interest-only and no-interest loans enabled home sales and home prices to continue increasing. Despite the slowdown in the growth of home sales and home prices, the region continues to experience a serious housing affordability problem.

### **Future Target Setting**

The initial housing-related targets for the RCP will come from the Regional Housing Needs Assessment (RHNA) process described below. Over the next year, work will continue on setting targets for the other housing indicators.

### **SANDAG Role**

SANDAG has a number of roles in helping the region address its housing needs and the goals laid out in the RCP. These roles include: undertaking the Regional Housing Needs Assessment (RHNA)



process associated with the preparation of local general plan housing elements, staffing the Regional Housing Working Group (RHWG), reviewing state and federal housing-related legislation, and working with local jurisdictions on implementing smart growth.

### ***Regional Housing Needs Assessment***

The role of SANDAG in the local general plan housing element process is the preparation of the Regional Housing Needs Assessment (RHNA). SANDAG and the California Department of Housing and Community Development determine each region's share of the state's housing need for the five-year housing element cycle based on growth projections. This number represents the amount of new housing units for which the region will need to plan during the housing element cycle. Then SANDAG works with the local jurisdictions to allocate overall regional housing needs to each jurisdiction in four required income categories (very low, low, moderate, and above moderate).

The RHNA for the 2005-2010 housing element cycle was adopted by the Board of Directors on February 25, 2005. The goals set as part of this process will help the region plan for more housing and a greater diversity of housing types. Monitoring the region's actual production of housing against the RHNA goals will help the region determine its success in meeting its housing needs. SANDAG Board Policy No. 33 lays out specific provisions regarding the allocation of certain discretionary funding to local jurisdictions in relation to local jurisdiction housing element compliance.

### ***Regional Housing Working Group***

The Regional Housing Working Group is a standing committee that advises SANDAG on housing issues, including housing production, affordable housing, housing elements implementation, and the RHNA. The committee is composed of local housing staff and the representatives from the construction, financial, and real estate industries, low-income housing advocacy groups, and nonprofit organizations.

HEALTHY ENVIRONMENT





# HEALTHY ENVIRONMENT

## INTRODUCTION

To create a healthy environment, the region must protect key water quality and public health issues, ensure that the air and water resources and energy sources are protected, and support the healthy environment in which we live. This report provides a framework for the region's environmental goals.

A healthy environment is essential to the region's long-term economic and social well-being. A healthy environment is also essential to the region's quality of life. The region's environment is a key component of its identity and its future. The region's environment is a key component of its identity and its future. The region's environment is a key component of its identity and its future.

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## ENVIRONMENTAL GOALS

- To protect and enhance the region's water resources and public health.
- To protect and enhance the region's air resources and public health.
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# HEALTHY ENVIRONMENT





# HEALTHY ENVIRONMENT

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## INTRODUCTION

To ensure a healthy environment, the region must protect key open spaces and sensitive habitat areas, ensure that the air and water are clean, and restore eroding beaches. Also important to our healthy environment is urban ecology: those natural areas that remain in or around urbanized areas.

A number of issues must be addressed in order to implement a comprehensive, regional habitat preservation system to sustain natural features in urbanized areas of the region. While preserve areas provide habitat for threatened and endangered species, urban canyons and natural landscapes outside preserve areas also are important. They provide visual relief from urbanization as well as public access to the region's natural resources.

Viable natural habitats, water quality, a well-managed shoreline, and air quality are critical components to the overall economic prosperity of our region. Also, they are critical to the health and well being of our residents.

The indicator data included in this chapter establish a baseline for tracking progress toward the following policy objectives included in the RCP:

### NATURAL HABITATS

- Preserve and maintain natural biological communities and species native to the region
- Protect agricultural lands for future crop production and for functions described in habitat conservation plans

### WATER QUALITY

- Restore, protect, and enhance the water quality and the beneficial uses of local coastal waters, inland surface waters, groundwaters, and wetlands
- Reduce or eliminate pollutants at their source before they enter our region's water bodies

### SHORELINE PRESERVATION

- Preserve and enhance the region's beaches and nearshore areas as environmental and recreational resources

### AIR QUALITY

- Achieve and maintain federal and state clean air standards

The indicators designated for tracking progress toward the above healthy environment policy objectives are as follows:

#### NATURAL HABITATS

1. Habitat Conserved Within Designated Preserve Areas (future indicator)
2. Percent of Habitat Preserve Area Actively Maintained (future indicator)

#### WATER QUALITY

3. Number of Beach Closure Days
4. Impaired Waterbodies (miles or acres) Based on Federal Clean Water Act 303(d) Criteria

#### SHORELINE PRESERVATION

5. Beach Widths
6. Lagoon Health (future indicator)

#### AIR QUALITY

7. Air Quality Index

## 1. Habitat Conserved Within Designated Preserve Areas

### ***Significance and Future Reporting***

The RCP aims to preserve and maintain natural biological communities and species native to the region. The number of acres of sensitive habitat conserved (as denoted by "designated preserve areas") indicates how well the region is doing at protecting native ecosystems.

There are a total of four habitat conservation planning programs in the San Diego region as shown in Map 3. Of these, plans have been completed for the MSCP South County Subregion and the Multiple Habitat Conservation Program (MHCP). The MSCP for the North County and East County Subareas are underway.

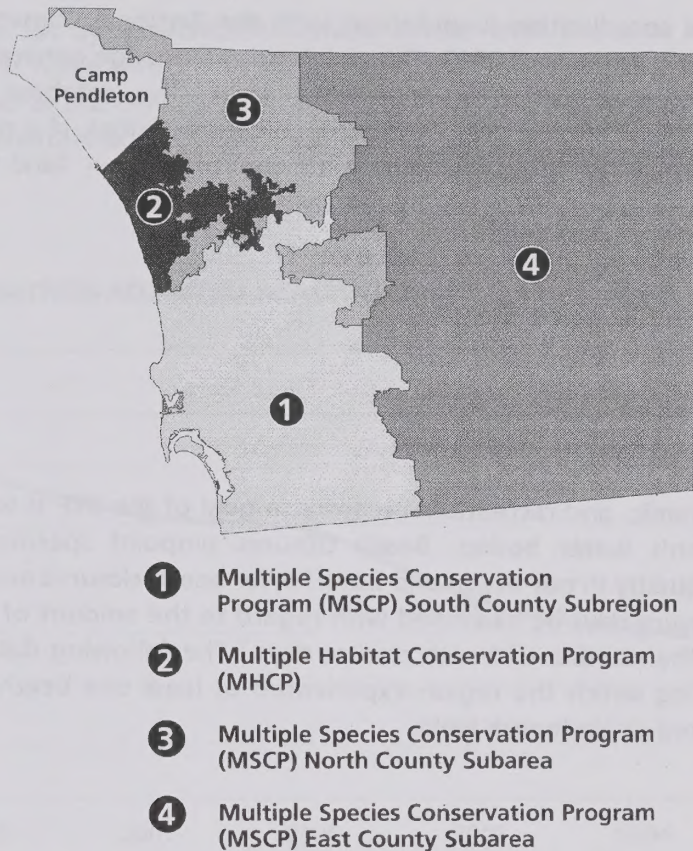
When the plans are completed, local jurisdictions are required to prepare annual habitat tracking reports that show how and where lands are being conserved, how well their conservation goals are being achieved, and how the habitat preserve system is being built out. A Regional Conserved Lands Database is being constructed which will allow the region to have a more complete accounting of conserved lands. The database will not limit itself to only those jurisdictions that prepare annual habitat tracking reports.

### ***Findings***

Since 1997, when the MHCP and the South County MSCP were adopted, over 30,000 acres of land have been conserved in the City of San Diego and the unincorporated areas of the South County MSCP.



**Map 3**  
**SAN DIEGO REGION HABITAT CONSERVATION PLANNING AREAS**



## **2. Percent of Habitat Preserve Area Actively Maintained**

### ***Significance and Future Reporting***

The RCP recognizes that just preserving open space and habitats is not enough to maintain the biological value of the land, particularly in the urbanized western portion of the region where conserved areas are in close proximity to developed/urban areas. Similar to other infrastructure in the region, such as roads, transit systems, and water and sewer conveyance systems, natural habitat areas must be actively maintained to support the species and their habitats in perpetuity. This can be accomplished through adaptive land management activities and ongoing biological monitoring.

The responsibility to manage lands conserved to protect biological resources is that of the individual owner of the land – a government agency, a non-profit organization such as a land conservancy, a homeowner association, or an individual. There is currently no centralized strategy for preserve implementation; therefore there is no centralized data source from which to obtain data on land management activities.



SANDAG's Environmental Mitigation Program has identified the need to establish an implementing structure to perform the functions of regional coordination. For example, with a coordinating structure in place, preserve data would be available to comprehensively track preserve build-out progress, including the percentage of the preserve being managed.

The first step of regional coordination is underway with the Regional Conserved Lands Database slated for completion in the summer of 2007. This database will provide general information on the status of land management activities for conserved areas. The database may also assist in identifying land areas in need of funds for land management activities. If a regional coordinating structure is developed, then activities pertaining to the preserve – land acquisition, habitat management, and biological monitoring, can be readily determined.

### **3. Number of Beach Closure Days**

#### ***Significance***

For environmental, economic, and recreational reasons, a goal of the RCP is to reduce or eliminate pollutants in our region's water bodies. Beach closures pinpoint specific instances in which pollutants affect water quality in our ocean and bays. Fewer beach closures mean less pollution. It is necessary that beach closure days be examined with regard to the amount of rainfall each year, as this amount influences the number of beach closure days.<sup>5</sup> The following data signify the number of days in the year during which the region experienced at least one beach closure, adjusted by inches of rainfall measured at Lindbergh Field.

#### ***Findings***

The number of weather-adjusted beach closure days in the region has been decreasing over time. Beach closures within the region are largely attributed to pollution in urban runoff that is transported to rivers, bays, and ultimately the ocean via the stormwater conveyance system. To reduce pollution in urban runoff, the San Diego Regional Water Quality Control Board (RWQCB) has issued a permit to local jurisdictions requiring them to develop and implement water quality programs that address this issue. The decrease in beach closures may be the result of the region's jurisdictions working together to address this issue since the issuance of the permit in 2001.

The reduction in the number of weather-adjusted beach closure days also may be attributed to stricter water quality regulations. Over the last several years, the RWQCB has increased its standards and requirements placed on local jurisdictions. Furthermore, over the last several years the RWQCB has been stricter in its enforcement.

Figure 16 and Table 8 show the steady reduction of beach closure days since 2000. Although during 2005 the region had its highest yearly rainfall in the five-year period analyzed for this report, the

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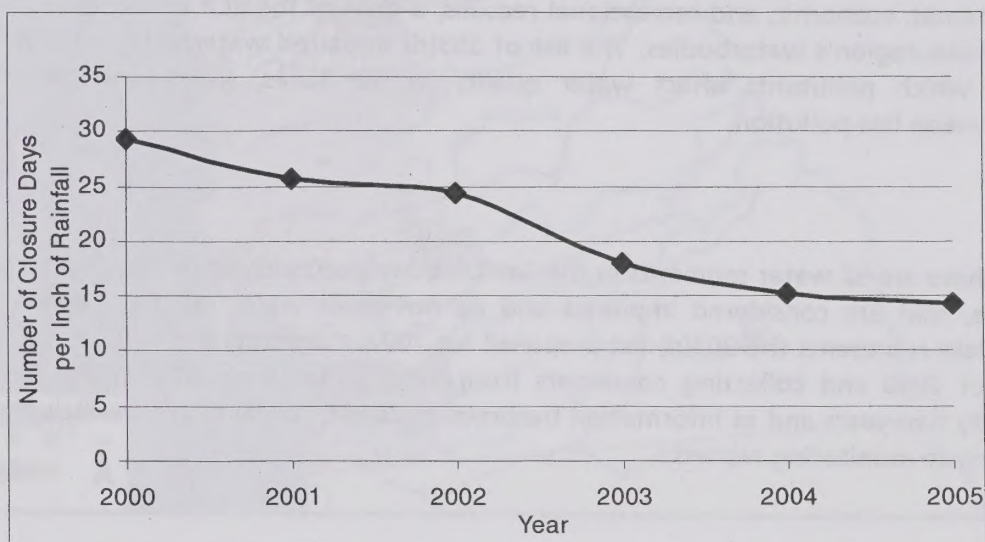
<sup>5</sup> Rainfall often results in beach closures due to elevated bacteria levels in ocean waters. Levels of bacteria rise significantly in ocean waters especially those adjacent to storm drains, creeks, and rivers during and after rainstorms. Elevated levels of bacteria may continue for a period of up to three days following rainstorms, depending upon the intensity of the rain and the volume of runoff.



weather-adjusted closures continued to decrease. Knowing that rainfall events have a large impact on beach closures, progress made by local jurisdictions in implementing stormwater programs now and in the future may lessen the correlation between rainfall and beach closures. Increases in rainfall events may not necessarily mean an increase in beach closure days.

However, as standards set by the RWQCB become stricter over the next several years, the local jurisdictions may find it more difficult to meet these requirements. Funding for local stormwater programs must increase as the demands placed on local jurisdictions increase, in order to meet the ultimate goal of zero weather-adjusted beach closure days per year.

**Figure 16**  
**WEATHER-ADJUSTED BEACH CLOSURE DAYS (2000-2005)**



Source: Annual Beach Closure and Advisory Report, County of San Diego Department of Environmental Health; Western U.S. Historical Summaries, Western Regional Climate Center.

**Table 8**  
**WEATHER-ADJUSTED BEACH CLOSURE DAYS**

|      | Weather-Adjusted Closures | Beach Closure Days | Rainfall (inches) |
|------|---------------------------|--------------------|-------------------|
| 2000 | 29                        | 202                | 7                 |
| 2001 | 26                        | 217                | 8                 |
| 2002 | 24                        | 103                | 4                 |
| 2003 | 18                        | 165                | 9                 |
| 2004 | 15                        | 203                | 13                |
| 2005 | 14                        | 203                | 14                |

Source: Annual Beach Closure and Advisory Report, County of San Diego Department of Environmental Health; Western U.S. Historical Summaries, Western Regional Climate Center.

#### **4. Impaired Waterbodies (miles or acres) based on Federal Clean Water Act 303(d) Criteria**

##### ***Significance***

The Federal Clean Water Act (Section 303(d)) mandates that states develop a list of segments of water that do not meet water quality standards, even after pollution control technology has been implemented for point sources of pollution. The State Water Resources Control Board (SWRCB) works with the regional water quality control boards and local jurisdictions to prepare this list. Local jurisdictions are required by law to establish action plans and rank the waters in order to move towards improvement of these segments.

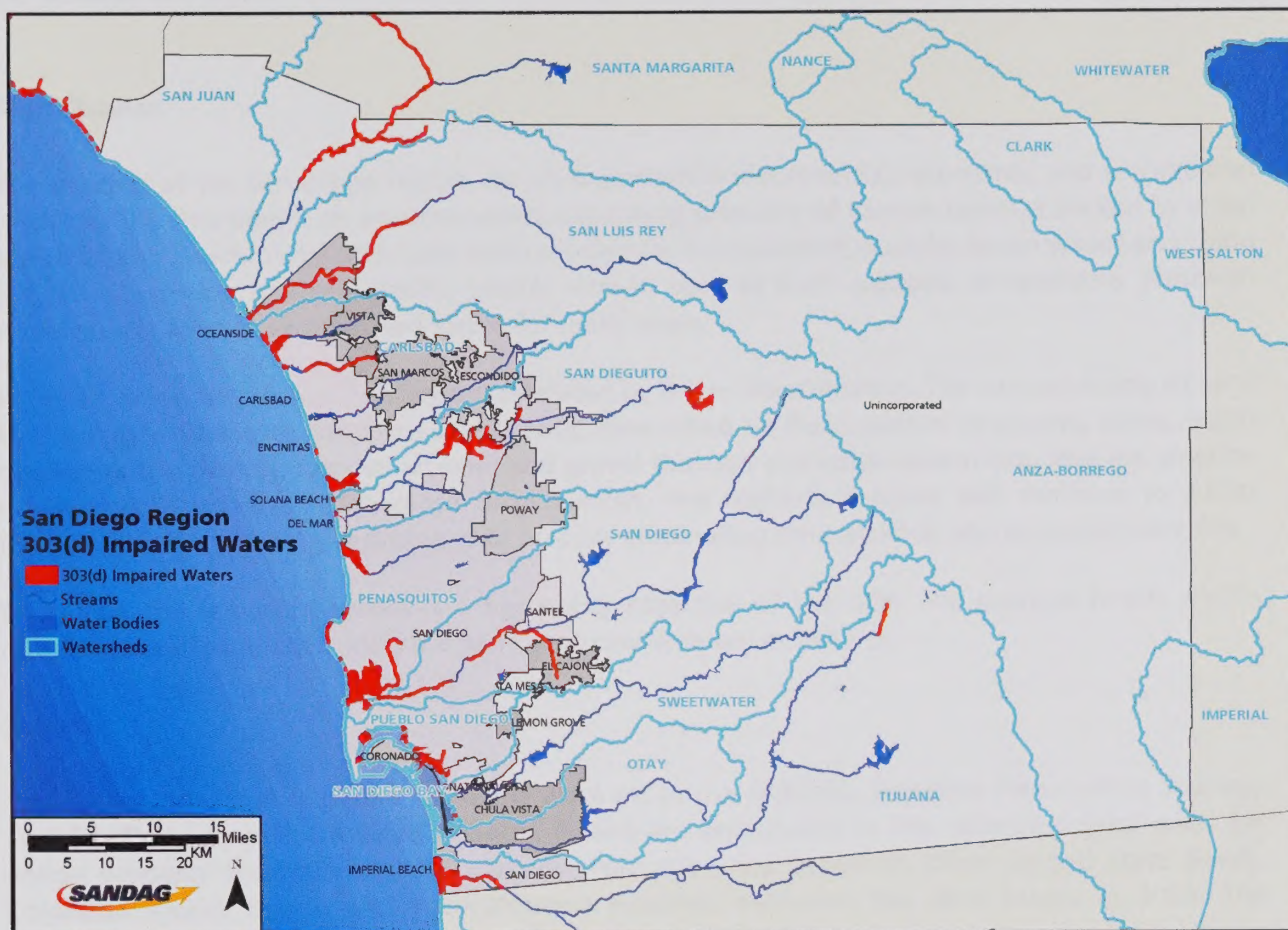
For environmental, economic, and recreational reasons, a goal of the RCP is to reduce or eliminate pollutants in our region's waterbodies. The list of 303(d) impaired waterbodies pinpoints specific instances in which pollutants affect water quality in our lakes, rivers, and streams. Fewer impairments mean less pollution.

##### ***Findings***

As of 2002, there are 52 water segments in the San Diego region, such as streams, waterbodies, and the shoreline, that are considered impaired and do not meet water quality standards. As seen below, the data represents the 303(d) list prepared for 2002. Currently, the SWRCB is updating the 303(d) list for 2006 and collecting comments from local jurisdictions. The 303(d) list is usually updated every two years and as information becomes available, the data will be included in future RCP performance monitoring reports.



**Map 4**  
**SAN DIEGO REGION 303(d) IMPAIRED WATERS**







## **5. Beach Widths**

### ***Significance***

The beaches of the San Diego region are an important environmental, economic, and recreational resource. The shoreline is an erosional coast, consisting primarily of narrow beaches backed by steep sea cliffs. The beaches and cliffs have been eroded for thousands of years by ocean waves and rising sea levels. Episodic and site-specific coastal retreat, such as bluff collapse, is inevitable, although some coastal areas have remained stable for many years.

In recent times, this erosion has been accelerated by urban development. The natural supply of sand to the region's beaches has been significantly diminished by flood control structures, dams, water quality control devices, removal of sand and gravel through extraction operations, and the creation of impervious surfaces. With more development, the region's beaches will continue to suffer increased erosion, thereby reducing, and possibly eliminating their physical and economic benefits.

Preserving the region's beaches is a key policy objective of the RCP. The average beach widths representing all segments along the San Diego coastline are in Table 9.

### ***Targets***

Targets for individual shoreline segments were set in the SANDAG Shoreline Preservation Strategy in 1993. These targets are listed in Table 9, and are designated as the estimated total need for design property protection in the Strategy. Four shoreline segments (Silver Strand State Beach, Coronado, Ocean Beach, and Pacific/Mission Beaches) exceeded the 2010 target in 2004. The remainder of the shoreline segments are short of their 2010 targets.

### ***Findings***

Beach widths in the region have been declining since the Regional Beach Sand Project in 2001.

The SANDAG Regional Shoreline Monitoring Program (Monitoring Program) was initiated in 1996. The Monitoring Program provides physical measurements of the region's beaches and is essential to the design and evaluation of future efforts to replenish beaches and manage the region's shoreline. Specifically, the Monitoring Program measures the changes in beach width over time, documents the benefits of sand replenishment projects, and helps to improve the design and effectiveness of beach fills.

Since the Monitoring Program was first implemented, there has been regular nourishment of our beaches through the dredging of harbors and lagoons and the Regional Beach Sand Project (RBSP), which nourished 12 of the region's beaches in 2001. Since the completion of the RBSP, little to no sand has been placed on area beaches, the impact of which has been the return to pre-RBSP sand levels.



As seen in Table 9, with the exception of a couple of segments, after the RBSP the beach widths slowly declined and the data for 2004 looks very similar to the pre-RBSP beach width data for 1998.

**Table 9**  
**BEACH WIDTHS AND TARGETS OF SHORELINE SEGMENTS,**  
**SAN DIEGO REGION (IN FEET) (1998-2004)**

| Fall Averages               |                           | 1998  | 1999  | 2000  | 2001  | 2002  | 2003  | 2004  | 2010 Target |
|-----------------------------|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------------|
| Silver Strand Littoral Cell | Imperial Beach            | 150.0 | 118.0 | 109.0 | 202.7 | 154.0 | 145.0 | 151.3 | 238         |
|                             | Silver Strand State Beach | 427.0 | 461.0 | 448.0 | 451.5 | 451.0 | 449.0 | 434.5 | 210         |
|                             | Coronado                  | 759.0 | 758.0 | 767.0 | 784.0 | 767.0 | 768.0 | 764.0 | 232         |
| Mission Beach Littoral Cell | Ocean Beach               | 278.0 | 282.0 | 274.0 | 283.0 | 295.0 | 259.0 | 264.0 | 220         |
|                             | Pacific/ Mission Beaches  | 217.3 | 257.3 | 265.3 | 273.3 | 271.8 | 272.5 | 278.3 | 200         |
|                             | La Jolla                  | 182.0 | 141.0 | 192.0 | 213.0 | 183.0 | 229.0 | 219.0 | n/a         |
| Oceanside Littoral Cell     | San Diego                 | 185.0 | 189.8 | 219.8 | 253.2 | 253.6 | 213.8 | 219.4 | 228         |
|                             | Del Mar                   | 185.5 | 227.0 | 166.0 | 133.3 | 173.3 | 161.8 | 133.3 | 232         |
|                             | Solana Beach              | 134.0 | 123.0 | 108.0 | 171.0 | 141.0 | 138.0 | 133.0 | 232         |
|                             | Encinitas                 | 157.5 | 134.0 | 152.3 | 183.0 | 177.3 | 181.3 | 175.0 | 240         |
|                             | Carlsbad                  | 161.3 | 171.5 | 182.8 | 190.4 | 210.2 | 212.8 | 189.4 | 216         |
|                             | Oceanside                 | 227.5 | 229.8 | 234.0 | 262.0 | 257.3 | 258.8 | 225.0 | 232         |

## 6. Lagoon Health

### *Significance and Future Reporting*

The RCP sets out the following policy objectives regarding water quality: restoring, protecting, and enhancing the water quality and the beneficial uses of local coastal waters, inland surface waters, groundwater and wetlands; and reducing or eliminating pollutants at their source before they enter our region's water bodies.

The Lagoon Health indicator tells us about the health of the lagoon itself. The Federal Clean Water Act mandates that local governments develop plans for attaining or maintaining water quality in water bodies, which include rivers, bays, estuaries, lagoons, and the ocean. The three indicators together (beach closures, impaired water bodies, and lagoon health) provide an overall picture of



the health of the region's water bodies. Just as beaches and rivers perform an essential function in the region's ecosystem, lagoons perform a valuable function as well.

Lagoons act as a filter that removes pollution from runoff; they are critical to the survival of various types of birds, fish, and other wildlife through their provision of diverse habitat types, and similar to beaches, lagoons can be used for recreation.

As part of the San Diego Regional Water Quality Control Board (RWQCB) permit issued in 2001, parties to the permit are required to monitor the health of a majority of the region's lagoons. Starting in 2007, monitoring data collected regarding bacterial levels in the lagoons will be included in this report. Currently, the City of Encinitas is charged with overseeing the collection of this data. They are re-evaluating their methodology over the next year and plan to implement a new program with the issuance of the new San Diego RWQCB permit. Once this methodology is finalized, SANDAG will likely utilize this data for this indicator.

## **7. Air Quality Index**

### ***Significance***

Air quality affects public health, productivity, and the environment. Thus, for environmental, economic, and equity reasons, a goal of the RCP is to achieve and maintain federal and state clean air standards. Air quality can be measured by the number of days that the region fails to meet clean air standards.

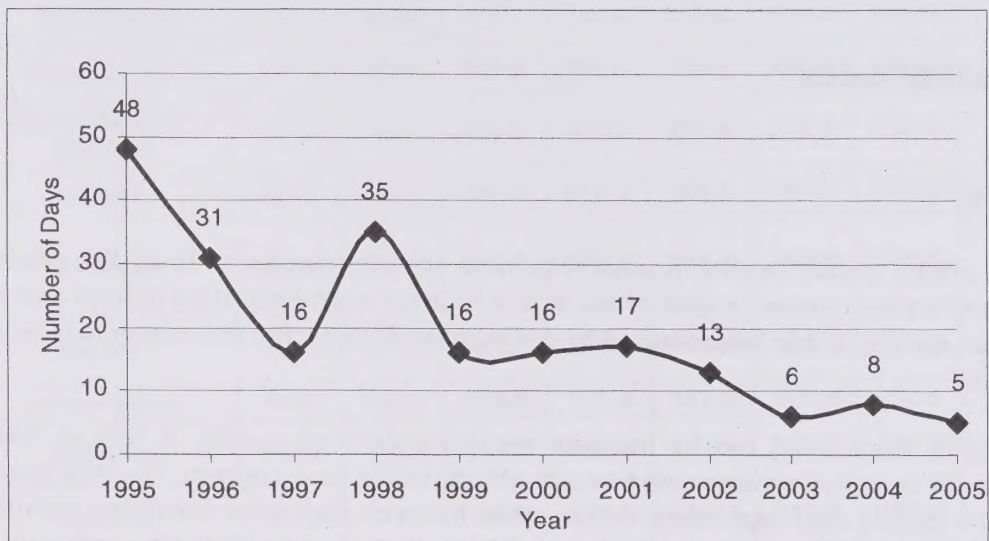
The Air Quality Index (AQI) can be used for reporting daily air quality. It tells us how clean or polluted the air is, and what associated health effects might be a concern. The AQI focuses on the health effects people may experience within a few hours or days after breathing polluted air. The United States Environmental Protection Agency (EPA) calculates the AQI for five major air pollutants regulated by the Clean Air Act: ground-level ozone, particle pollution (also known as particulate matter), carbon monoxide, sulfur dioxide, and nitrogen dioxide. For each of these pollutants, the EPA has established national air quality standards to protect public health. In the San Diego region, ground-level ozone and particulate matter pollutant levels are responsible for the majority of days during which the region experiences an AQI over 100.

An AQI value of 100 generally corresponds to the national air quality standard for the pollutant, which is the level US EPA has set to protect public health. AQI values below 100 are generally thought of as satisfactory. When AQI values are above 100, air quality is considered to be unhealthy - first for certain sensitive groups of people, then for everyone as AQI values get higher. Sensitive groups are defined as those "at greater risk than the general population from the toxic effects of a specific air pollutant," such as older adults, children, or those with heart or lung disease.

## Findings

Air quality in the region has improved significantly since the early 1990s, as evidenced by the decrease in the number of days during which air quality was deemed unhealthy for sensitive groups. Effective emission control efforts have resulted in cleaner vehicles, power plants, industries, and consumer products, as well as transportation plans that integrate transit and other alternatives to solo vehicle travel. Air quality improvements are expected to continue despite projected growth in population, employment, industrial activity, and vehicles miles traveled.

**Figure 17**  
**NUMBER OF DAYS AIR QUALITY WAS DEEMED**  
**UNHEALTHY FOR SENSITIVE GROUPS (1995-2005)**



Source: San Diego Air Pollution Control District.

## HEALTHY ENVIRONMENT SUMMARY

### Conclusions

Some of the indicators for which data is currently available show a relatively positive picture. Beach closures have declined and air quality has improved. On the other hand, many of our waterbodies have some degree of impairment, and many of our beaches are losing sand. We are making progress in habitat conserved with designated preserve areas.

### Future Target Setting

At this point only the Beach Widths indicator has official targets. These targets are for the year 2010 and were established in 1993 as a part of the SANDAG Shoreline Preservation Strategy. The



Shoreline Preservation Working Group, which developed the Strategy and targets, is still active and may wish to establish later-year targets.

As the habitat conservation plans are completed, targets will be established by default. For example, the target for the South County MSCP is to conserve a total of 172,000 acres in that planning area.

Another potential target for air quality can be derived from requirements embodied in the federal and state Clean Air Acts. The San Diego air basin is classified as a "serious" non-attainment area for 1-hour ozone under the state Clean Air Act. At the federal level, the San Diego region has been designated as non-attainment for the 8-hour ozone standard. The California Air Resources Board, in cooperation with the San Diego Air Pollution Control District and SANDAG, is developing an attainment plan for 8-hour ozone to demonstrate how the region will attain required 8-hour ozone levels by the June 2009 attainment date.

Targets for the other indicators in this section may be set after discussions among local elected officials, stakeholders, and SANDAG staff.

## **SANDAG Role**

### ***Habitat Conservation Planning***

The largest subregional plan, the Multiple Species Conservation Program (MSCP), spans eleven cities and a portion of unincorporated San Diego County in southwestern San Diego County. Approved in 1997, the plan targets more than 172,000 acres for conservation and protects 85 sensitive plants and animal species.

The Multiple Habitat Conservation Program (MHCP) includes seven incorporated cities in northern San Diego County. This subregional plan, approved by the SANDAG Board of Directors in March 2003, provides the guidelines for the preservation of a 20,000-acre preserve system and the protection of 61 plant and animal species.

### ***Environmental Mitigation Program***

A component of the *TransNet* Extension is the creation of an Environmental Mitigation Program (EMP), which goes beyond traditional mitigation for regional and local transportation projects. While the EMP includes an allocation for the estimated direct costs for mitigation of upland and wetland habitat impacts for regional and local transportation projects, it also includes additional funding for habitat acquisition, management, and monitoring activities. The EMP will help implement the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). Satisfying the mitigation requirements for priority projects will be addressed comprehensively rather than on a project-by-project basis in order to maximize early land acquisition opportunities.

The Environmental Mitigation Program will be a collaborative effort among SANDAG, the cities, the County, the wildlife agencies (California Fish and Game and the U.S Fish and Wildlife Service), and other regulatory agencies (Coastal Commission, U.S Army Corps of Engineers, U.S Environmental Protection Agency, and the Regional Water Quality Control Board) as well as representatives of various stakeholder groups, including the environmental community and the science/technical community.

### ***Shoreline Preservation Working Group***

The Shoreline Preservation Working Group (Working Group) was formed as a committee in the 1980s and currently advises the Regional Planning Committee on issues related to the implementation of the Shoreline Preservation Strategy (Strategy) adopted in 1993. The Strategy proposes an extensive beach building and maintenance program for the critical shoreline erosion areas in the region. It contains a comprehensive set of recommendations on the beach building program and on financing and implementation. The Working Group has technical expertise and background knowledge of regional shoreline issues, which is useful in applying the principles and goals laid out in the Strategy and The Regional Comprehensive Plan (adopted in 2004). Continuing to support the region's ongoing and future beach nourishment efforts is a top priority for the Working Group. Additionally, in 1996, SANDAG enacted a shoreline monitoring program and the Working Group will continue to oversee and implement this program.

### ***MOBILITY 2030/Regional Transportation Improvement Conformity with the State Implementation Plan (Air quality)***

SANDAG and the U.S. Department of Transportation (DOT) must make a determination that the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) conform to the California State Implementation Plan (SIP) for air quality. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the national ambient air quality standards.



# ECONOMIC PROSPERITY

## INTRODUCTION

The National Economic Prosperity Strategy (NEPS) was originally developed in 1998 in response to the economic restructuring and recession of the early 1990s. NEPS set out a vision strategy that called for infrastructure investment, skills training and capital development and public policy support to strengthen the region's economic foundation. The Prosperity Strategy is based upon the premise that investments in human and physical infrastructure will lead to stronger economic growth, job-creating activities, increased housing and improvements in the regional standard of living.

## IMPROVING THE REGION'S STANDARD OF LIVING



As a precursor of National Comprehensive Economic Development, the Prosperity Strategy is currently being updated to incorporate new data and to reflect economic changes over the years. The updated strategy, however, remains the same: invest in infrastructure to improve the standard of living.





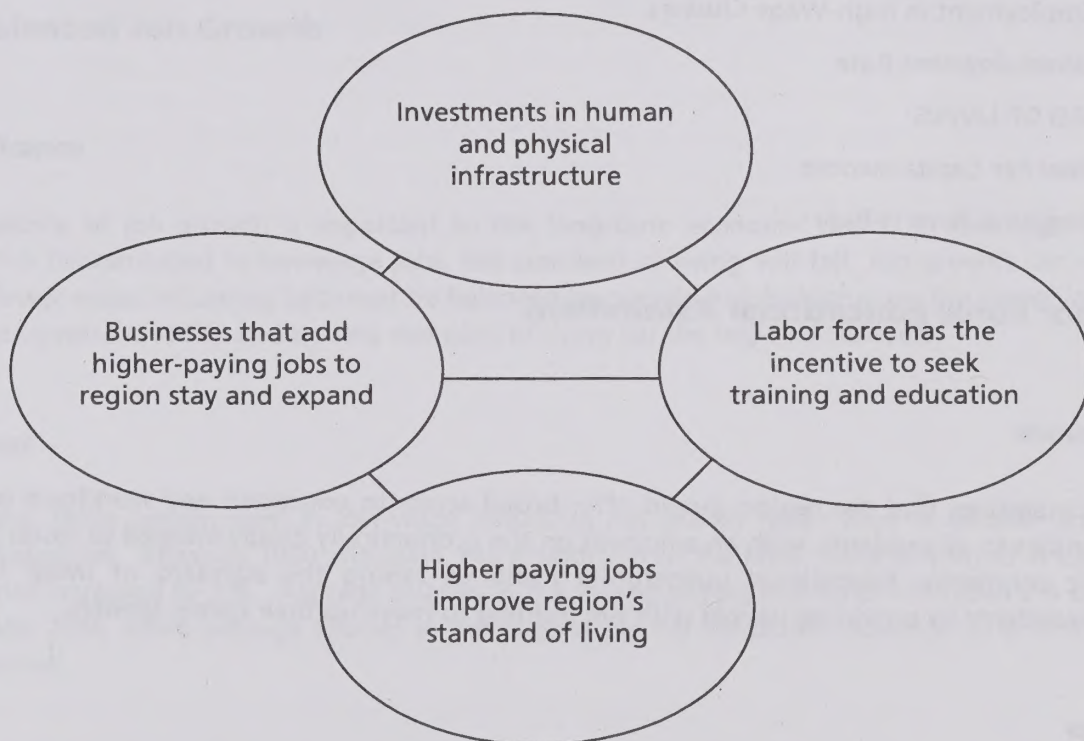
# ECONOMIC PROSPERITY

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## INTRODUCTION

The Regional Economic Prosperity Strategy (REPS) was originally developed in 1998 in response to the economic restructuring and recession of the early 1990s. REPS laid out a concise strategy that called for infrastructure investment (both human and physical capital) and public policy support to strengthen the region's economic foundation. The Prosperity Strategy is based upon the premise that investments in human and physical infrastructure will lead to stronger businesses and a well-trained workforce, ultimately leading to improvements in the regional standard of living.

### IMPROVING THE REGION'S STANDARD OF LIVING



As a component of Regional Comprehensive Plan implementation, the Regional Economic Prosperity Strategy is currently being updated to incorporate new data and to reflect economic changes since the 1990s. The overall strategy, however, remains the same: invest in infrastructure to improve standard of living.

In light of the update it has become clear that some indicators may be better suited to tracking our progress than others. For instance, former studies have included indicators that focused on job growth in high-wage sectors of the economy. What is becoming apparent through the REPS update is that the balance of job growth is ultimately a more important metric for the region's economic prosperity. For that reason, a new job-balance indicator is being added to the RCP Monitoring report.

The indicator data included in this chapter establish a baseline for tracking progress toward the following goal included in the RCP:

- Ensure a rising standard of living for all of our residents

The indicators designated for tracking progress toward the above economic prosperity goal are as follow:

#### HUMAN CAPITAL

1. Labor Force Educational Attainment

#### JOBS BALANCE

2. Balanced Job Growth
3. Employment in High-Wage Clusters
4. Unemployment Rate

#### STANDARD OF LIVING

5. Real Per Capita Income
6. Regional Poverty Rate

### 1. Labor Force Educational Attainment

#### ***Significance***

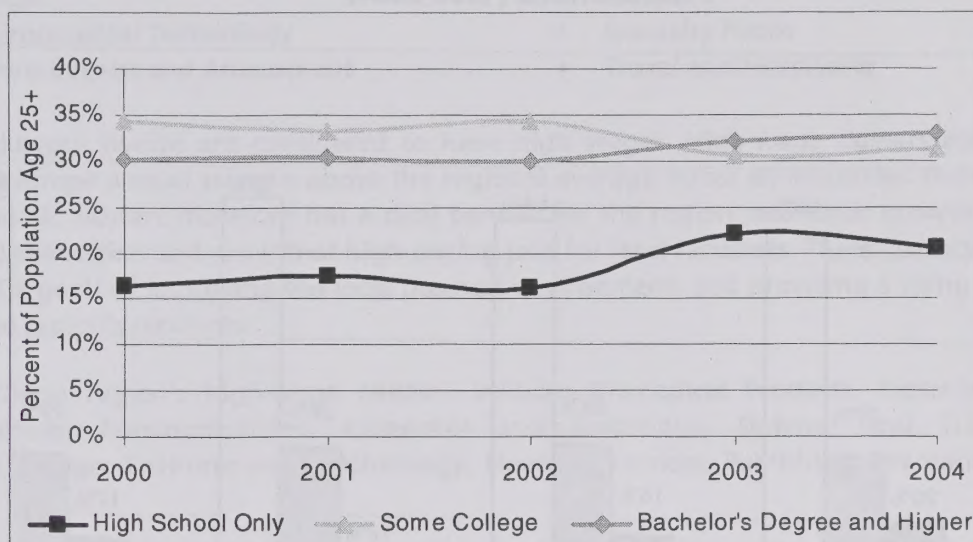
The RCP maintains that the region should offer broad access to education and workforce training opportunities to all residents, with an emphasis on the economically disadvantaged to foster shared economic prosperity. Educational opportunity assists in raising the standard of living for the region's residents by providing people with the training to move up their career ladders.

#### ***Findings***

Educational attainment in the region has increased somewhat since 2000.



**Figure 18**  
**LABOR FORCE EDUCATIONAL ATTAINMENT (2000-2004)**



Source: American Community Survey, U.S. Census Bureau.

## 2. Balanced Job Growth

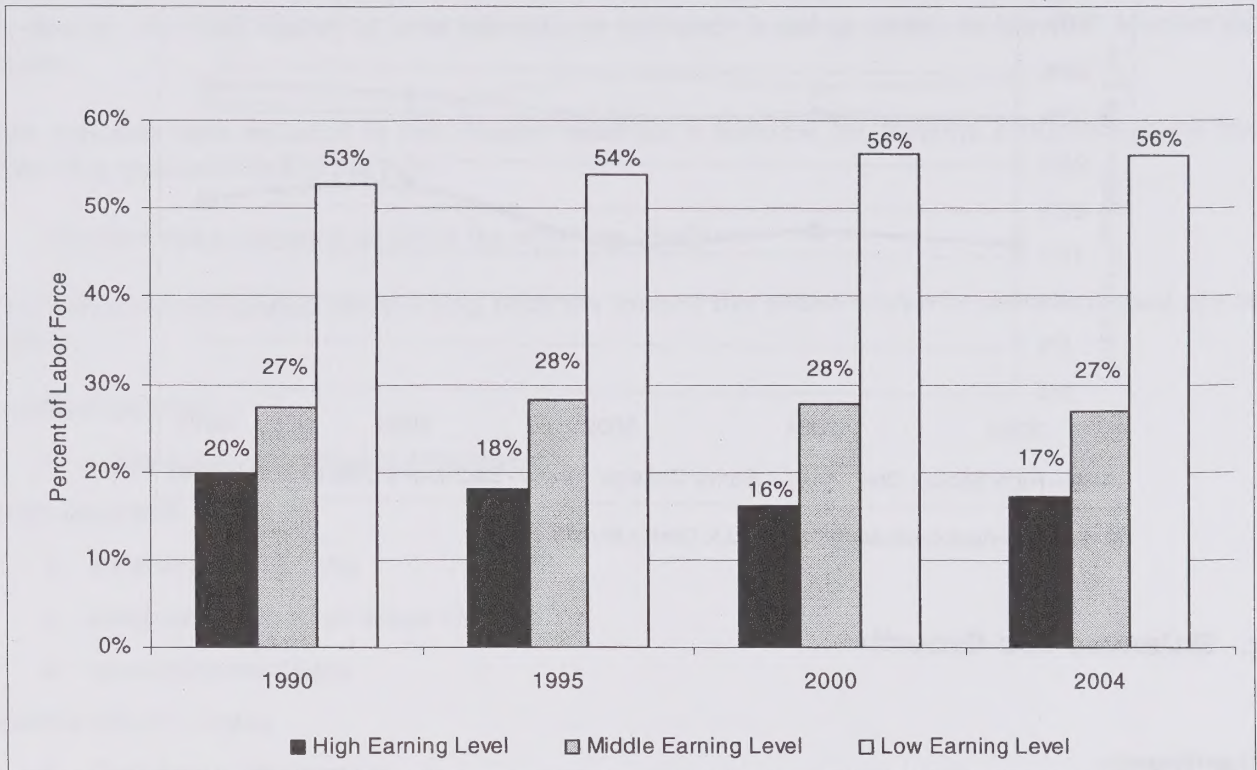
### Significance

The balance of job growth is important to the long-term economic health of the region. If job growth is concentrated in low-wage jobs, the standard of living will fall. Job growth can occur in those lower-wage industries, but must be balanced by growth in jobs higher on the career ladder to provide upward mobility and a rising standard of living for the region's residents.

### Findings

Since the 1990s employment in low-wage industries has grown faster than in middle- and high-wage industries. Between 1990 and 2004, the proportion of the labor force employed in low-wage industries increased by 3%. Average salaries in the lowest paying industries increased 9% between 1990 and 2004, while average salaries in the highest paying industries increased 33% in the same time period.

**Figure 19**  
**EMPLOYMENT CONCENTRATION IN SAN DIEGO'S HIGH, MIDDLE, AND LOW WAGE**  
**INDUSTRIES (1990-2004)**



Source: U.S. Department of Labor, Bureau of Labor Statistics.

### 3. Employment Growth in High-Wage Economic Clusters

#### *Significance*

Economic clusters are groups of interrelated, export-oriented industries that are responsible for bringing new money into the region. Industries within a cluster have business transactions with one another, and thus are interdependent. Cluster companies often participate in local industry associations, which foster collaboration and the exchange of knowledge. Companies within a cluster also compete with each other for market share, which drives innovation and productivity.

Companies within clusters tend to be among the region's leaders in research and development funding, patent awards, and other key indicators of innovation. Many of the clusters also pay high wages, although some do not. All clusters are economic drivers for the region because they are export-oriented. San Diego's export-oriented clusters include the following:

- Biomedical Products
- Biotechnology and Pharmaceuticals
- Communications
- Financial Services
- Fruit and Vegetables
- Horticulture



- Computer and Electronics
- Defense and Transportation Equipment
- Design
- Environmental Technology
- Entertainment and Amusement
- Publishing
- Recreational Goods
- Software
- Specialty Foods
- Travel and Hospitality

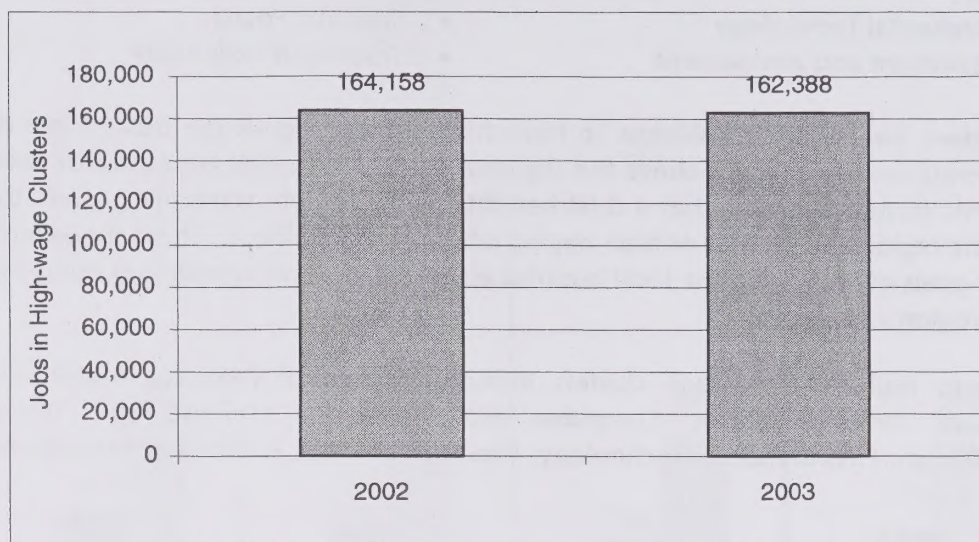
Of these clusters, twelve are considered to have high wages. High-wage clusters are clusters in which the average annual salary is above the regional average across all industries. Growth in high-wage economic clusters therefore has a dual benefit for the region: economic growth that brings money into the region and growth of high-paying jobs for local residents. These characteristics fit in with the RCP goals of improving the local business environment, and providing a rising standard of living to the region's residents.

The San Diego region's high-wage clusters include: Biomedical Products, Biotechnology and Pharmaceuticals, Communications, Computer and Electronics, Defense and Transportation Equipment, Design, Environmental Technology, Financial Services, Publishing, Recreational Goods, Software.

## **Findings**

An economic slowdown at both the local and national levels caused employment in high wage clusters to dip by approximately 1,800 jobs between 2002 and 2003. Slight declines occurred in Biomedical Products, Communications, Computer and Electronics, Defense and Transportation Equipment, Publishing, Recreational Goods, and Software, which lost a combined total of 5,900 jobs. Meanwhile San Diego's Biotechnology and Pharmaceuticals, Design, Environmental Technology, and Financial Services clusters continued to grow, adding a total of 4,100 jobs to the regional economy.

**Figure 20**  
**EMPLOYMENT IN SAN DIEGO'S HIGH-WAGE ECONOMIC CLUSTERS (2002-2003)**



Source: SANDAG Cluster Inventory

## 4. Regional Unemployment Rate

### **Significance**

The unemployment rate is an indicator of economic activity in the region. A low unemployment rate implies that the economy is strong and that most people who want a job can find one. These characteristics fit in with the RCP goals of improving the local business environment, and providing a rising standard of living for the region's residents.

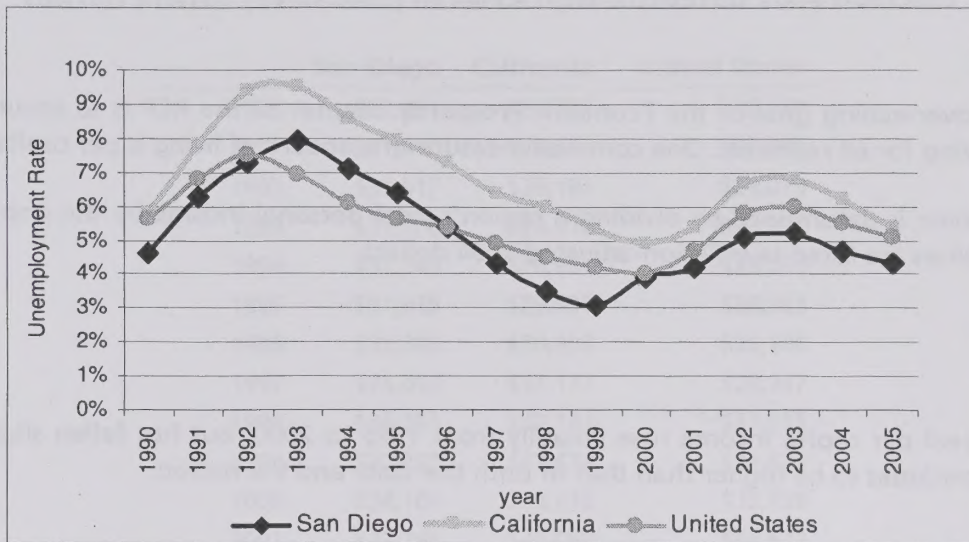
The unemployment rate is the proportion of persons in the labor force who do not currently have a job. The labor force is defined as persons age 16 and older who are either currently employed or unemployed but looking for a job. Persons who cannot work, or who choose not to work, are not included in the rate.

### **Findings**

While the region's unemployment rate increased slightly during the national recession at the beginning of the 1990s, San Diego has fared far better than the state or nation as a whole. Moreover, the region's unemployment rate continues to remain at historically low levels, signifying a strong local economy.



**Figure 21**  
**UNEMPLOYMENT IN SAN DIEGO, CALIFORNIA, AND THE UNITED STATES (1990-2005)**



Source: California Employment Development Department, Labor Market Information; U.S. Department of Labor, Bureau of Labor Statistics.

**Table 10**  
**UNEMPLOYMENT IN SAN DIEGO, CALIFORNIA, AND THE UNITED STATES (1990-2005)**

|      | San Diego | California | United States |
|------|-----------|------------|---------------|
| 1990 | 4.6%      | 5.8%       | 5.6%          |
| 1991 | 6.3%      | 7.8%       | 6.8%          |
| 1992 | 7.3%      | 9.4%       | 7.5%          |
| 1993 | 7.9%      | 9.5%       | 6.9%          |
| 1994 | 7.1%      | 8.6%       | 6.1%          |
| 1995 | 6.4%      | 7.9%       | 5.6%          |
| 1996 | 5.4%      | 7.3%       | 5.4%          |
| 1997 | 4.3%      | 6.4%       | 4.9%          |
| 1998 | 3.5%      | 6.0%       | 4.5%          |
| 1999 | 3.1%      | 5.3%       | 4.2%          |
| 2000 | 3.9%      | 4.9%       | 4.0%          |
| 2001 | 4.2%      | 5.4%       | 4.7%          |
| 2002 | 5.1%      | 6.7%       | 5.8%          |
| 2003 | 5.2%      | 6.8%       | 6.0%          |
| 2004 | 4.7%      | 6.2%       | 5.5%          |
| 2005 | 4.3%      | 5.4%       | 5.1%          |

Source: California Employment Development Department, Labor Market Information; U.S. Department of Labor, Bureau of Labor Statistics.

## 5. Real Per Capita Income

### Significance

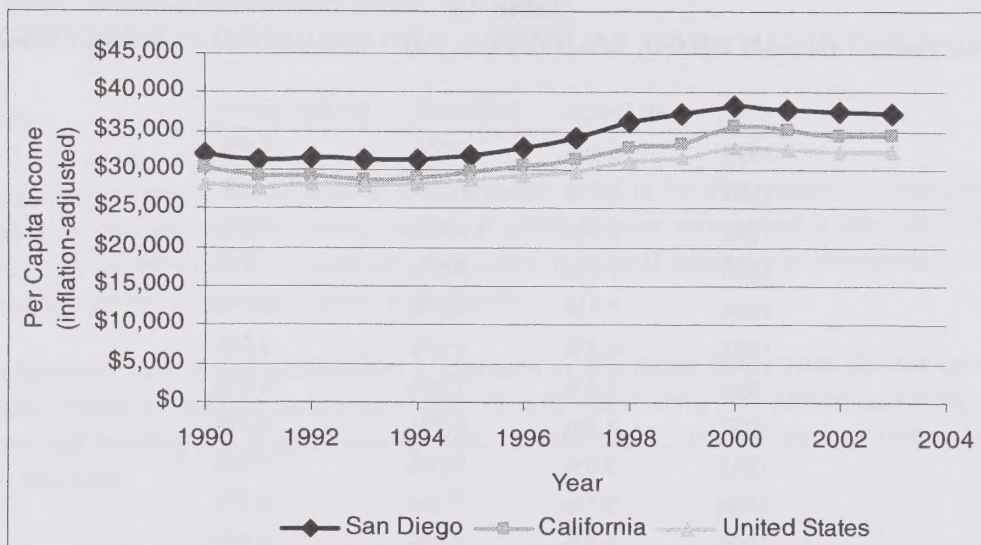
The primary, overarching goal of the Economic Prosperity chapter of the RCP is to ensure a rising standard of living for all residents. One common measure of standard of living is per capita income.

Per capita income is determined by dividing a region's total personal income by the population of the region. Values are listed in inflation-adjusted 2004 dollars.

### Findings

The region's real per capita income rose steadily from 1995 to 2000, but has fallen slightly since. However, it continues to be higher than that of both the state and the nation.

**Figure 22**  
**REAL PER CAPITA INCOME IN SAN DIEGO, CALIFORNIA,**  
**AND THE UNITED STATES (1990-2003) IN INFLATION-ADJUSTED 2004 DOLLARS**



Sources: U.S. Bureau of Economic Analysis; SANDAG Annual Population & Housing Estimates; U.S. Census Bureau, Annual Population Estimates



**Table 11**  
**REAL PER CAPITA INCOME IN SAN DIEGO, CALIFORNIA, AND THE**  
**UNITED STATES (1990-2003) IN INFLATION-ADJUSTED 2004 DOLLARS**

|      | <b>San Diego</b> | <b>California</b> | <b>United States</b> |
|------|------------------|-------------------|----------------------|
| 1990 | \$32,061         | \$30,277          | \$28,150             |
| 1991 | \$31,412         | \$29,222          | \$27,589             |
| 1992 | \$31,517         | \$29,181          | \$28,078             |
| 1993 | \$31,308         | \$28,619          | \$27,905             |
| 1994 | \$31,248         | \$28,931          | \$28,261             |
| 1995 | \$31,938         | \$29,636          | \$28,603             |
| 1996 | \$32,860         | \$30,436          | \$29,106             |
| 1997 | \$34,053         | \$31,177          | \$29,817             |
| 1998 | \$36,325         | \$32,742          | \$31,155             |
| 1999 | \$37,235         | \$33,439          | \$31,679             |
| 2000 | \$38,186         | \$35,612          | \$32,739             |
| 2001 | \$37,766         | \$35,068          | \$32,612             |
| 2002 | \$37,544         | \$34,448          | \$32,356             |
| 2003 | \$37,150         | \$34,278          | \$32,326             |

## **6. Regional Poverty Rate**

### ***Significance***

The primary, overarching goal of the Economic Prosperity chapter of the RCP is to ensure a rising standard of living for all residents. The poverty rate provides one measure to determine whether or not conditions are improving for the region's lower-income residents.

These values represent the percentage of individuals whose total income falls below the poverty threshold set by the U.S Census Bureau, according to family size and composition. For example, for a family of four with two children under the age of 18, the poverty threshold equaled an annual household income of \$19,157 in 2004.

### ***Findings***

Poverty in the region has remained relatively constant since 2000. Minor fluctuations in the reported data are likely the result of the survey techniques.

**Table 12**  
**PERCENT OF RESIDENTS LIVING IN POVERTY IN SAN DIEGO,**  
**CALIFORNIA, AND THE UNITED STATES (2000-2004)**

|      | San Diego | California | United States |
|------|-----------|------------|---------------|
| 2000 | 12%       | 14%        | 12%           |
| 2001 | 12%       | 13%        | 12%           |
| 2002 | 12%       | 13%        | 12%           |
| 2003 | 12%       | 13%        | 13%           |
| 2004 | 12%       | 13%        | 13%           |

*Source: American Community Survey, U. S Census Bureau*

## **ECONOMIC PROSPERITY SUMMARY**

### **Conclusions**

A few trends can be detected from the above data. The workforce in San Diego is increasingly well-educated, but recent job growth in the region has been concentrated in low wage industries. Overall, our region's standard of living is growing very slowly and we have not made progress in reducing poverty.

### **Future Target Setting**

SANDAG is in the process of updating the Regional Economic Prosperity Strategy (REPS). The updated strategy may result in the refinement of the indicators included in future RCP monitoring reports. In addition, goals developed through the REPS update may serve as future targets for the Economic Prosperity indicators.

### **SANDAG Role**

#### ***Regional Economic Prosperity Strategy***

Through the update of the Regional Economic Prosperity Strategy, SANDAG will identify the infrastructure investments needed to ensure a rising standard of living for the region's residents.

Implementing the REPS requires a variety of regional organizations and agencies to coordinate their efforts and to promote the creation of middle and higher income jobs. The REPS also recommends that the region focus on targeted workforce development and training for local residents so that they can attain the jobs created. The prosperity strategy is presented within the three "E"s sustainability framework of Environment, Equity, and Economy. Balancing these areas requires a universal and holistic approach to policy making. Making the REPS an element of the RCP has inextricably linked economic growth, opportunity, and prosperity to quality of life.



## PUBLIC FACILITIES





# **PUBLIC FACILITIES**

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## **INTRODUCTION**

Our region requires reliable supplies of water and energy, opportunities to reuse and recycle materials, and sufficient disposal options for waste. The region also needs to make more efficient use of its resources. We can do this by locating public facilities where they will most effectively provide access and availability of needed services and protect public health and safety.

To address the importance of public facilities to the San Diego region, this chapter focuses on water supply, energy, and waste management. Key issues include meeting our water demand, energy, and waste management infrastructure needs, and providing public facilities that meet our current and future needs in a timely, efficient, and sustainable manner.

The indicator data included in this chapter establish a baseline for tracking progress toward the following policy objectives included in the RCP:

### **WATER SUPPLY**

- Ensure a safe, sufficient, reliable, and cost-efficient water supply for the San Diego region

### **ENERGY**

- Meet the region's energy needs in a fiscally and environmentally sound manner

### **WASTE MANAGEMENT**

- Minimize the need for additional landfills and provide economically and environmentally sound resource recovery, management, and disposal facilities
- Exceed the state-mandated 50 percent waste stream diversion rate and work toward a 75 percent diversion rate.

The indicators designated for tracking progress toward the above public facilities policy objectives are as follow:

### **WATER SUPPLY**

1. Water Consumption
2. Diversity of Water Supply
3. Recycled Water Use

### **ENERGY**

4. Per Capita Electricity Consumption and Peak Demand

5. Share of Energy Produced In the Region vs. Imported
6. Share of Energy Produced from Renewable Resources

#### WASTE MANAGEMENT

7. Percent of Waste that is Recycled
8. Landfill Space Available

## 1. Water Consumption

### ***Significance***

A goal of the RCP is to ensure a safe, sufficient, reliable, and cost efficient water supply for the San Diego region. The San Diego County Water Authority (Water Authority) and local water districts are mandated to supply sufficient water resources to meet the needs of the region. Water Authority demand projections are based on SANDAG population, demographic, housing, and economic forecast numbers. These SANDAG estimates are in turn derived from local land use agencies' general plans.

With current SANDAG forecasts projecting one million more people in the region by 2030, how the region grows will have a significant impact on future water demand. The types and design of development as well as the locations where development occurs have a direct impact on water consumption and necessary water system infrastructure.

### ***Findings***

The Water Authority is the wholesale water agency serving 23 retail water agencies in the San Diego region. It is important to note that short-term fluctuation in water demand is primarily due to weather variability. Long-term changes in water demand are typically due to population growth.

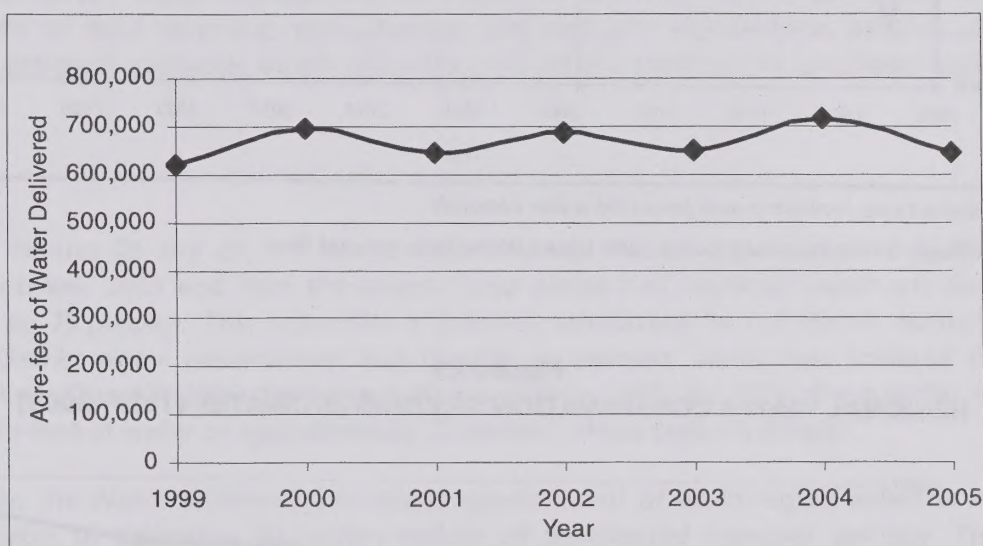
Since 1999, total annual water demand within the Water Authority's service area has fluctuated, as seen in Figure 23. Variations in historic yearly demands are primarily attributable to weather. Changes in annual rainfall and seasonal temperatures can have a significant impact on water use. For example, above normal rainfall in 2005 resulted in a ten percent drop in total water use over the previous year.

As shown in Figure 24, the Water Authority's long-term regional demand forecast projects a steady increase in total water consumption. These projections are based on normal-year weather conditions. According to the 2005 Water Authority Urban Water Management Plan, total water demand is forecast to increase by over 113,000 acre-feet (1 acre-foot ~ 325,900 gallons) between 2010 and 2030. This increase in consumptive use is driven by projected growth in the region's population and economy.



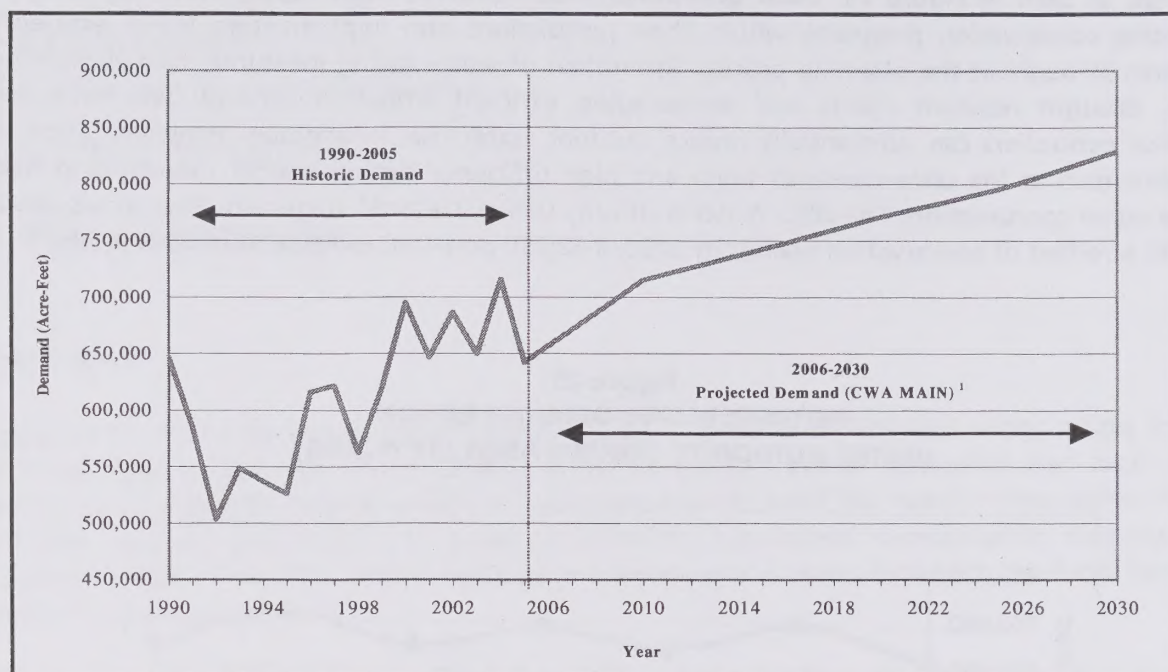
Water conservation measures play a substantial role in mitigating water demand increases. On average, from 2000 to 2005, water conservation savings offset over five percent of the region's total demands, as seen in Figure 25. Local governments can directly affect future water demand by promoting conservation programs within their jurisdictions and implementing water efficiency standards throughout the planning process. Promotion of water saving measures, such as planting native, drought resistant plants and encouraging efficient irrigation through weather-based irrigation controllers can substantially reduce outdoor water use. In addition, implementation of programs such as the ultra-low-flush toilet and high efficiency clothes washer incentives to help reduce water consumption. The 2005 Water Authority Urban Water Management Plan shows about 108,000 acre-feet of conservation savings by 2030, a 62,350 acre-foot increase from 2005 levels.

**Figure 23**  
**HISTORIC WATER DEMAND WITHIN**  
**WATER AUTHORITY SERVICE AREA (1999-2005)**



Source: San Diego County Water Authority Annual Reports.

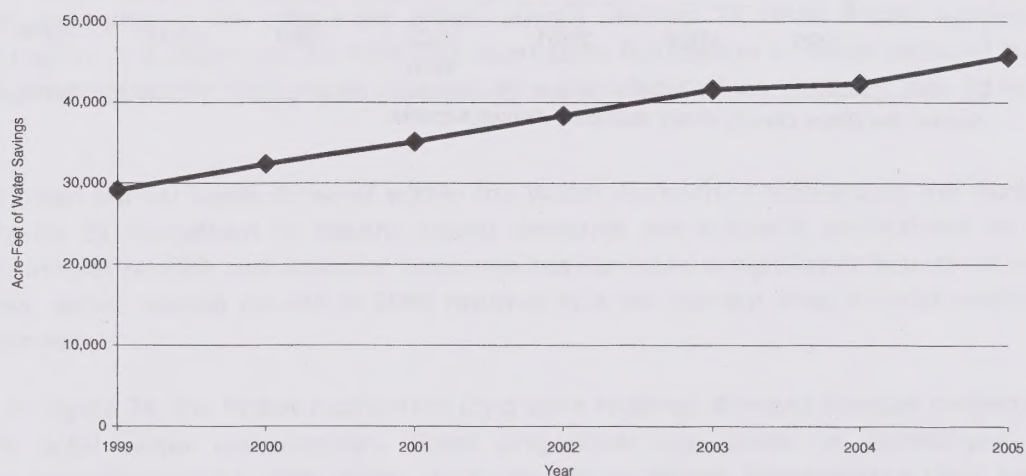
**Figure 24**  
**REGIONAL HISTORIC AND PROJECTED NORMAL WATER DEMAND (1990- 2030)**



Forecast includes Camp Pendleton area projected water demands.

Source: San Diego County Water Authority: 2005 Urban Water Management Plan.

**Figure 25**  
**REGIONAL WATER CONSERVATION SAVINGS ESTIMATES (1999- 2005)**



Source: San Diego County Water Authority.



## 2. Diversity of Water Supply

### ***Significance***

Currently, about 22 percent of the water used within the San Diego County Water Authority service area comes from local sources. Imported water deliveries from the Metropolitan Water District of Southern California (MWD) represent a majority of the region's water supply. MWD secures its imported supply from two main sources, the Colorado River and the State Water Project. The reliability of these two supplies has a direct impact on our region's water supply availability to meet current needs and future growth.

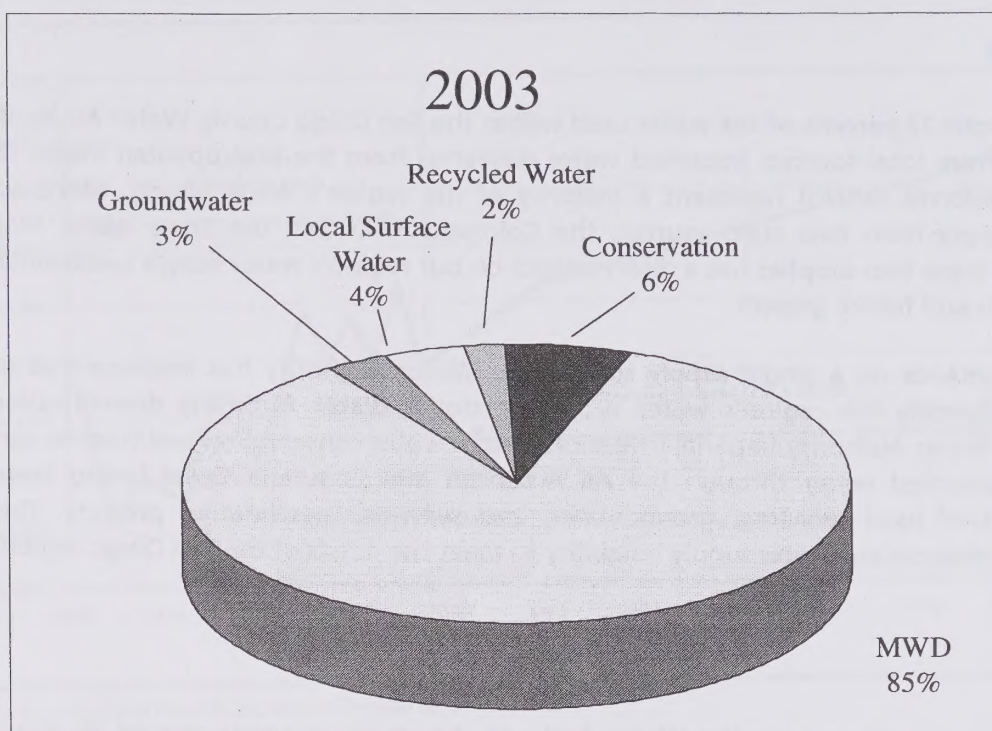
To lessen demands on a single supply source, the Water Authority has implemented plans and policies to diversify the region's water supply portfolio. Water Authority diversification efforts include: the Water Authority-Imperial Irrigation District water conservation and transfer agreement, acquiring conserved water through the All American and Coachella Canal Lining Projects, and development of local recycling, groundwater, and seawater desalination projects. This diverse supply mix enhances our water supply reliability to meet the needs of the San Diego region.

### ***Findings***

As seen in Figures 26 and 27, the Water Authority has made progress toward its diversification strategy. Between 2003 and 2005 the proportional amount of imported water use declined from 85 percent to 79 percent. This reduction is primarily attributed to the Water Authority-Imperial Irrigation District water conservation and transfer agreement, which was finalized through the Colorado River Quantification Settlement Agreement in 2003. By 2021, the transfer will provide 200,000 acre-feet of water or approximately 22 percent of the region's supply.

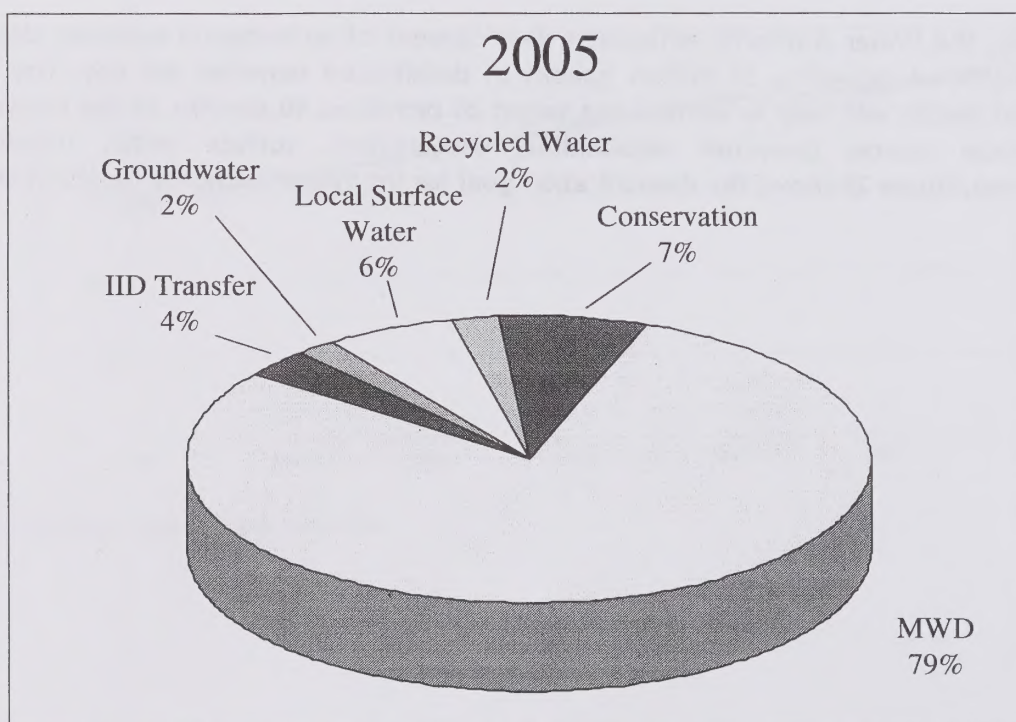
Additionally, the Water Authority anticipates development of an in-region seawater desalination facility capable of delivering 50 million gallons of desalinated seawater per day. The seawater desalination facility will help to achieve the target of providing 40 percent of the region's water through local sources (seawater desalination, conservation, surface water, recycling, and groundwater). Figure 28 shows the diversification goal for the Water Authority for the year 2020.

**Figure 26**  
**SAN DIEGO WATER SUPPLY BY SOURCE (2003)**



Source: San Diego County Water Authority Annual Reports (Fiscal Year Water Supply by Source).

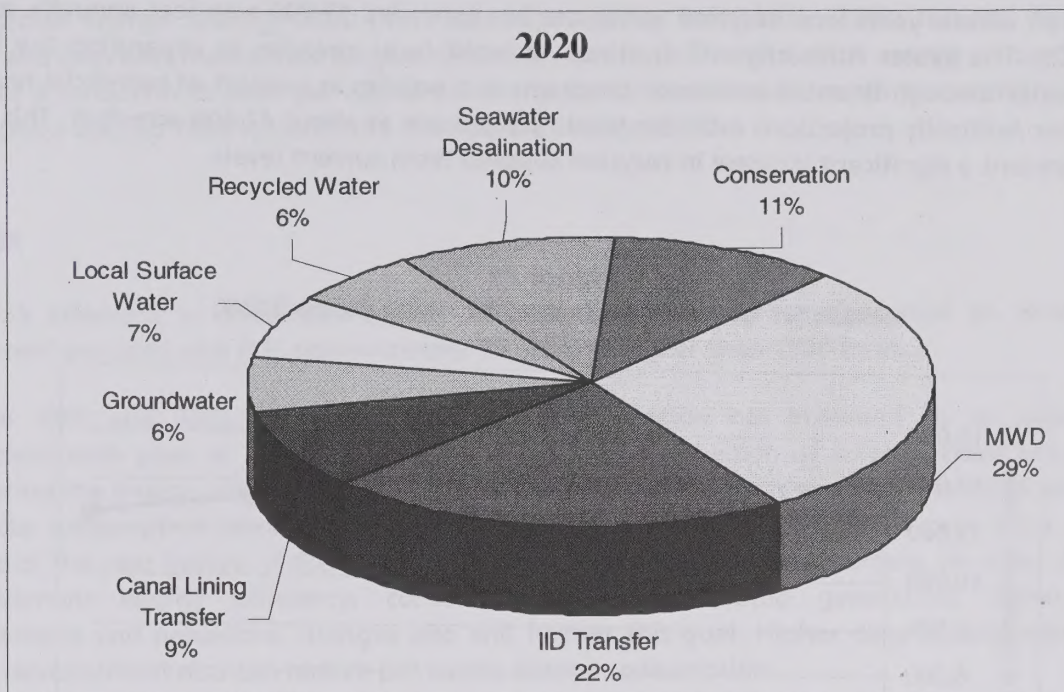
**Figure 27**  
**SAN DIEGO WATER SUPPLY BY SOURCE (2005)**



Source: San Diego County Water Authority Annual Reports (Fiscal Year Water Supply by Source).



**Figure 28**  
**WATER AUTHORITY DIVERSIFICATION TARGETS FOR 2020**



Source: San Diego County Water Authority Annual Reports (Fiscal Year Water Supply by Source).

### 3. Recycled Water Use

#### **Significance**

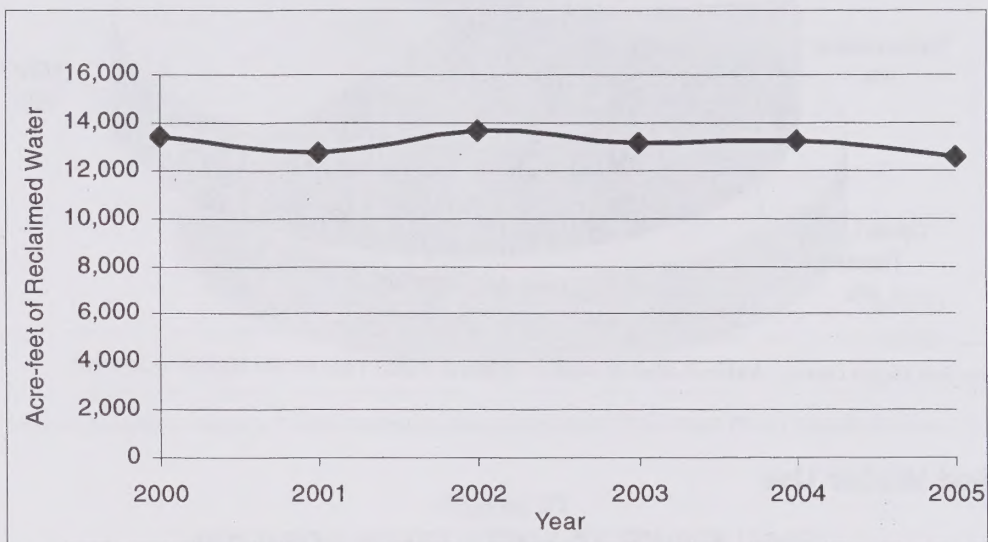
A fundamental element to developing a diverse supply mix for the region and to using existing water supplies more efficiently is through implementation of water recycling projects. The Water Authority, in conjunction with its member agencies, is promoting recycled water use through funding programs, policies and training.

Several agencies within the San Diego region continue to implement and expand their water recycling projects. Currently, about 13,000 acre-feet per year of recycled water is reused within the Water Authority service area. Nearly 69 percent of the recycled water is used for landscape irrigation and other municipal and industrial uses; the remaining 31 percent is recharged into groundwater basins.

## Findings

Over the last several years local recycled water use has exceeded 12,000 acre-feet annually, as seen in Figure 29. The Water Authority will continue to assist local agencies in expanding the use of recycled water through financial assistance programs and policies in support of beneficial reuse. By 2030, Water Authority projections estimate total recycled use at about 47,600 acre-feet. This effort would represent a significant increase in recycled supplies from current levels.

**Figure 29**  
**AMOUNT OF RECYCLED WATER USED (2000-2005)**



Source: San Diego County Water Authority Annual Reports (Fiscal Year Water Supply by Source).

## 4. Per Capita Electricity Consumption and Peak Demand

### Significance

Electricity consumption is the total amount of electricity used in a given day, month, or year, measured in kilowatt-hours (kWh). Peak demand is the highest amount of electricity demand on the electrical system in any given day, measured in kilowatts (kW) or megawatts (MW=1000kW). The highest peak demand is usually during hot summer days in late-August when air-conditioning loads are at their highest.

Population is a key driver for residential consumption, commercial growth, demand for water pumping, and other services. Another key driver of California's energy demand is personal income. If quality of life factors remain constant, maintaining or reducing the amount of electricity used on a per capita basis is an important indicator to assess how well the region is implementing energy conservation and efficiency measures. To accomplish this, the RCP recommends assessing electricity peak demand (kW) and electricity consumption (kWh) by San Diegans on a per capita basis.



## Target

The *Regional Energy Strategy 2030* (RES) was approved by SANDAG in 2003. The RES developed policies and provided measurable targets to achieve the region's sustainable energy vision. The RES called for a reduction in both per capita electricity peak demand and overall per capita electricity consumption back to 1990 levels (5,151 kWh per capita) by 2010.

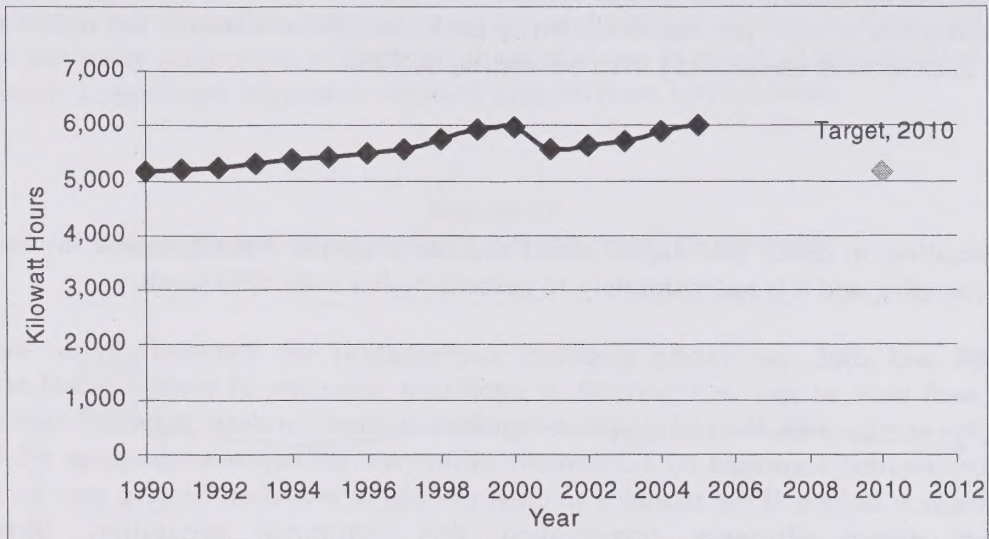
## Findings

Since RES adoption in 2003, per capita electricity consumption has increased an average of two percent per year, and it is approximately 16 percent higher than 1990 levels.

Between 1990 and 2005, per capita electricity consumption has increased by an average of one percent each year, as seen in Figure 30. A significant reduction of seven percent occurred in 2001 during the energy crisis, but consumption regained momentum since. Between 2004 and 2005, per capita consumption increased by 1.3 percent, which was an improvement over a 3.4 percent increase of the year before. If the region is to meet per capita reduction targets, we must do more to implement energy efficiency, conservation, and distributed generation. Technological advancements and behavioral changes also will further this goal. Higher density residential smart growth development also can reduce per capita energy consumption.

Although the region is not on track to meet the significant reductions called for in the RES, San Diego is performing better than national and state averages. California has the lowest per capita electricity consumption of any state and consumes almost 50 percent less electricity per capita than the national average. San Diego's per capita consumption was 23 percent lower than the state level in 2000 and 15 percent lower in 2003. This is in part due to aggressive statewide energy efficiency and demand reduction goals and due to the milder climate of the San Diego region, as seen in Figure 31.

**Figure 30**  
**SAN DIEGO ANNUAL PER CAPITA ELECTRICITY CONSUMPTION**  
**(1990-2005)**



Source: San Diego Gas and Electric.

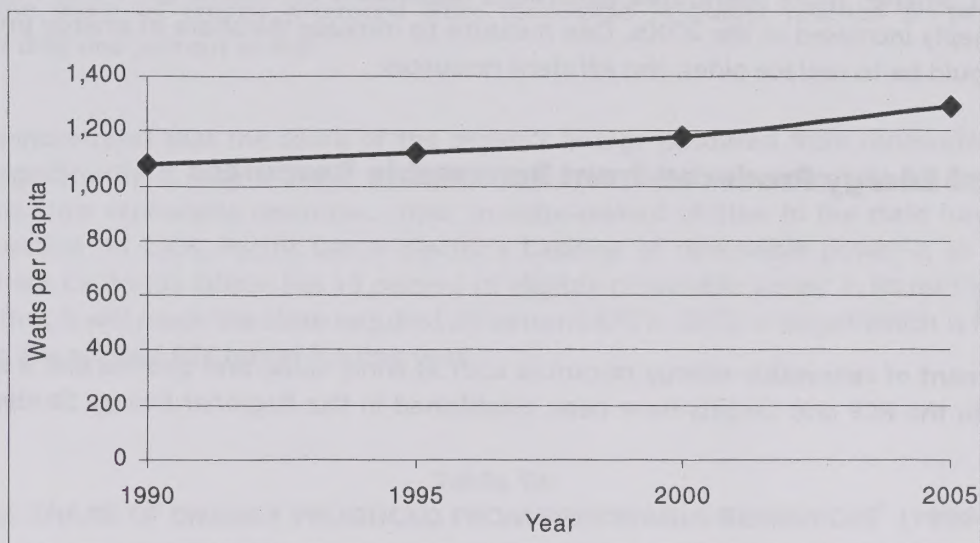
**Table 13**  
**ANNUAL PER CAPITA ELECTRICITY CONSUMPTION\* (kWh) AND DEMAND\* (W)**  
**(1990-2005)**

|      | San Diego Consumption<br>Use-Per-Capita (kWh) | San Diego Peak Demand<br>Use-Per-Capita (Watts) |
|------|-----------------------------------------------|-------------------------------------------------|
| 1990 | 5,151                                         | 1,080                                           |
| 1991 | 5,203                                         | 1,085                                           |
| 1992 | 5,238                                         | 1,106                                           |
| 1993 | 5,322                                         | 1,116                                           |
| 1994 | 5,401                                         | 1,106                                           |
| 1995 | 5,441                                         | 1,122                                           |
| 1996 | 5,486                                         | 1,181                                           |
| 1997 | 5,581                                         | 1,212                                           |
| 1998 | 5,763                                         | 1,241                                           |
| 1999 | 5,933                                         | 1,281                                           |
| 2000 | 5,989                                         | 1,181                                           |
| 2001 | 5,555                                         | 1,099                                           |
| 2002 | 5,639                                         | 1,148                                           |
| 2003 | 5,723                                         | 1,194                                           |
| 2004 | 5,918                                         | 1,266                                           |
| 2005 | 5,996                                         | 1,292                                           |

Source: San Diego Gas and Electric.\*Data normalized for weather variations.



**Figure 31**  
**PER CAPITA ELECTRICITY PEAK DEMAND (1990-2005)**



Source: San Diego Gas and Electric.

## **5. Share of Energy Produced in the Region vs. Imported**

### **Significance**

A recommended action of the RCP is to promote the local production of cost-effective, environmentally sensitive energy to reduce our dependence on imported energy. The proportion of local energy that is supplied from in-region sources directly reflects progress toward this goal. As older, less efficient plants are replaced in the region with more energy-efficient resources; these more environmentally friendly resources are able to operate at higher capacities.

### **Target**

One goal of the *Regional Energy Strategy 2030* (RES) is to achieve and maintain the capacity to generate 65 percent of summer peak demand with in-county generation by 2010 and 75 percent by 2020.

### **Findings**

In-region assets currently provide approximately 60 percent of total capacity needs, though their operation is at less than capacity due to the potential environmental impacts and other factors.

The share of energy produced within the region has decreased to roughly 25 percent in 2005. In 1990 and 1995, energy produced in the region remained steady at roughly 34 percent. In 2000, the share peaked at approximately 40 percent as a result of the energy crisis because local large-scale

power plants and smaller generators ran at their maximum capacity. Generally, San Diego's older in-region resources run at partial capacity for air quality, high fuel cost, and other reasons. Since the crisis subsided, smaller, more distributed generators dependent on natural gas have shut down as fuel prices steeply increased in the 2000s. One measure to increase the share of energy produced in the region would be to replace older, less efficient resources.

## **6. Share of Energy Produced from Renewable Resources**

### ***Significance***

The development of renewable energy resources such as wind, solar, and geothermal is specifically encouraged in the RCP and targets have been established in the *Regional Energy Strategy* and by state law.

### ***Target***

The RES, adopted by the SANDAG Board in 2003, includes a goal of increasing the total electricity supply from renewable resources to 15 percent by 2010, 25 percent by 2020, and 40 percent by 2030. Subsequent to the RES, more stringent state law has been adopted requiring 20 percent renewables by 2010.<sup>6</sup> The Governor has also proposed an additional goal of 33 percent by 2020.

In addition to general renewable energy targets, the Regional Energy Strategy 2030 called for an emphasis on in-region renewable installations. For 2010, the RES called for 740 MW of renewables, of which 340 MW (46 percent) are to be in the region. For 2010, the SDG&E 2004 Long Term Resource Plan identified 777 MW of renewables, of which 342 MW (44 percent) are to be in the region.

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<sup>6</sup> Senate Bill 107 was signed into law by Governor Schwarzenegger on September 26, 2006. This bill accelerates the Renewable Portfolio Standard (RPS) requirement from 2017 to 2010. The RPS is a program that requires investor-owned utilities like SDG&E to, among other things, achieve a 20 percent renewable electricity portfolio by December 31, 2010.



## Findings

By 2005, the share of energy produced from renewable resources reached 5.3 percent after ten years at only one percent or less.

Table 16 demonstrates that the share of the region's energy produced from renewable resources increased significantly in recent years. In 2005, SDG&E acquired approximately 5.3 percent of its resource mix from renewable resources. Other investor-owned utilities in the state have achieved higher saturation. In 2006, Pacific Gas & Electric's baseline of renewable power is at 13 percent, while Southern California Edison has 18 percent of eligible renewable power in its portfolio. SDG&E has stated that it will reach the state-required 20 percent RPS in 2010, a target which is five percent higher than the original RES target for that year.

**Table 14**  
**SDG&E SHARE OF ENERGY PRODUCED FROM RENEWABLE RESOURCES<sup>7</sup> (1990-2030)**

|                          | <b>% of Energy Produced<br/>from Renewable<br/>Resources</b> |
|--------------------------|--------------------------------------------------------------|
| <b>1990</b>              | 0.5%                                                         |
| <b>1995</b>              | 0.5%                                                         |
| <b>2000</b>              | 1.0%                                                         |
| <b>2005</b>              | 5.3%                                                         |
| <b>2010 State Target</b> | 20.0%                                                        |
| <b>2020 RES Target</b>   | 25.0%                                                        |
| <b>2030 RES Target</b>   | 40.0%                                                        |

*Source: San Diego Gas and Electric.*

## 7. Percent of Waste that is Recycled

### Significance

The waste management goals of the RCP are to minimize the need for additional landfills and provide economically and environmentally sound resource recovery, management, and disposal facilities. A second goal is to exceed the state-mandated 50 percent waste stream diversion rate by the year 2005 and work toward a 75 percent diversion rate.

Both goals can be tracked by reviewing the percentage of waste that is diverted from landfills and is instead recycled or put to another use.

<sup>7</sup> These values are based on the California Public Utility Commission's Renewable Portfolio Standard Rules and thus do not include Customer Owned Photovoltaic.

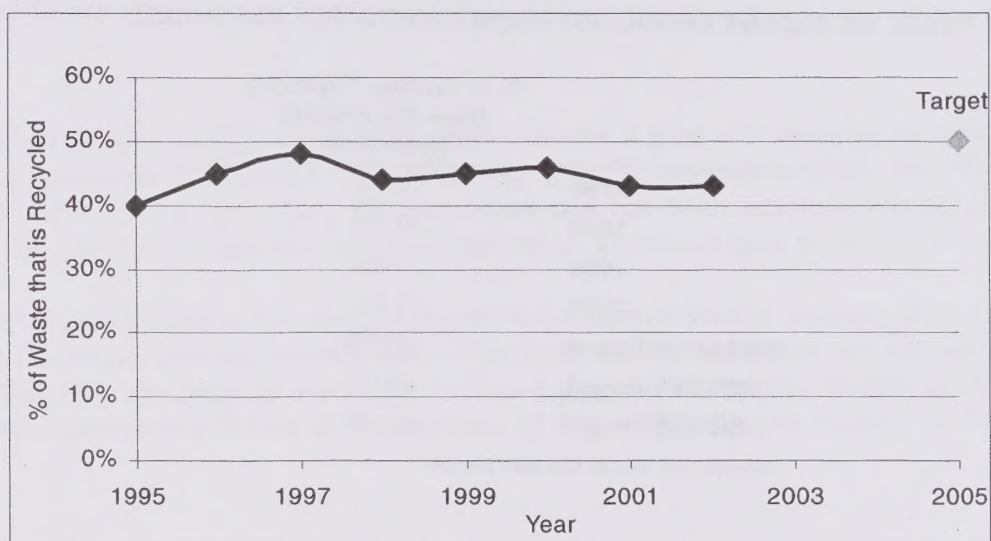
## Target

Assembly Bill 939 sets forth a target for solid waste diversion. It mandates that 50 percent of solid waste must be diverted from landfills by 2005. As of 2002, the most recent year for which data is available, the region had not yet met the target.

## Findings

The waste diversion rate has fluctuated since 1995, but the region has not yet reached the 50 percent diversion rate mandated by the State of California, although there has been a slight upward trend over the last ten years, as seen in Figure 32.

**Figure 32**  
**PERCENT OF SOLID WASTE DIVERTED FROM LANDFILLS (1995-2002)**



Source: California Integrated Waste Management Board.

## 8. Landfill Space Available

### Significance

The waste management goals of the RCP include minimizing the need for additional landfills and providing economically and environmentally sound resource recovery, management, and disposal facilities. The RCP also aims to exceed the state-mandated 50 percent waste stream diversion rate by the year 2005 and work toward a 75 percent diversion rate.



## Findings

Trend data is currently unavailable; the data source for this indicator, the Countywide Siting Element is completed every five years and only 2002 data are available at this time. The current remaining landfill capacity is represented here in cubic yards. This estimate is based upon existing permitted in-county capacity, excluding the San Onofre and Las Pulgas landfills. This estimate also does not include any landfills planned but not permitted. Therefore, the Gregory Canyon landfill and the expansion of the Sycamore Canyon landfill are not included in the capacity figures.

The estimated number of years of remaining capacity is based on assumptions such as reaching a regionwide diversion rate of 50 percent by 2005, and slight increases in total disposal and exported solid waste. Again, this does not take into account any landfills that are planned but not permitted. The actual year when the county is projected to run out of capacity under this scenario is also listed in parentheses.

**Table 15**  
**REMAINING LANDFILL SPACE AVAILABLE**

|      | <b>Current Remaining<br/>Capacity (cubic yards)</b> | <b>Estimated Years of Capacity</b> |
|------|-----------------------------------------------------|------------------------------------|
| 2002 | 89,044,519                                          | 11 (to 2016)                       |

*Source: San Diego County Department of Public Works, Integrated Waste Management Plan Countywide Siting Element.*

## PUBLIC FACILITIES SUMMARY

### Conclusions

Water consumption has remained fairly steady since 2000, but declined slightly between 2004 and 2005. The amount of recycled water used in the region each year has declined. Between 1990 and 2005, electricity consumption per capita has increased by less than 1 percent per year. The share of the region's energy produced from renewable resources increased significantly in recent years from 0.5 percent in 1990 to 5.3 percent in 2005; and the share of energy produced within the region generally remains at roughly one-third. The waste diversion rate has fluctuated since 1995, but the region has not yet reached the 50 percent diversion rate mandated by the State of California, although there has been a slight upward trend over the last ten years.

### Future Target Setting

Three of the eight indicators in this section already have targets. While not impossible, setting targets for indicators such as landfill space will be challenging. The targets will be set by stakeholders and SANDAG staff.

## **SANDAG Role**

### ***Regional Energy Strategy***

SANDAG, with other partners, produced the Regional Energy Strategy (RES), which used the technical information of the Regional Energy Infrastructure Study to develop a vision for how energy will be produced and consumed in the region. The RES proposes eight goals and the implementation steps necessary to achieve them.

### ***Integrated Regional Infrastructure Strategy***

The Integrated Regional Infrastructure Strategy (IRIS) was prepared as part of the RCP to provide an investment and financing strategy to help the region meet its combined infrastructure needs. IRIS addresses transportation, water, wastewater, stormwater management, solid waste, energy, education, and parks and open space. The RCP Strategic Initiatives call for further developing guidelines to link annual expenditures of capital improvement programs to the long term goals of facility master plans that incorporate RCP goals.



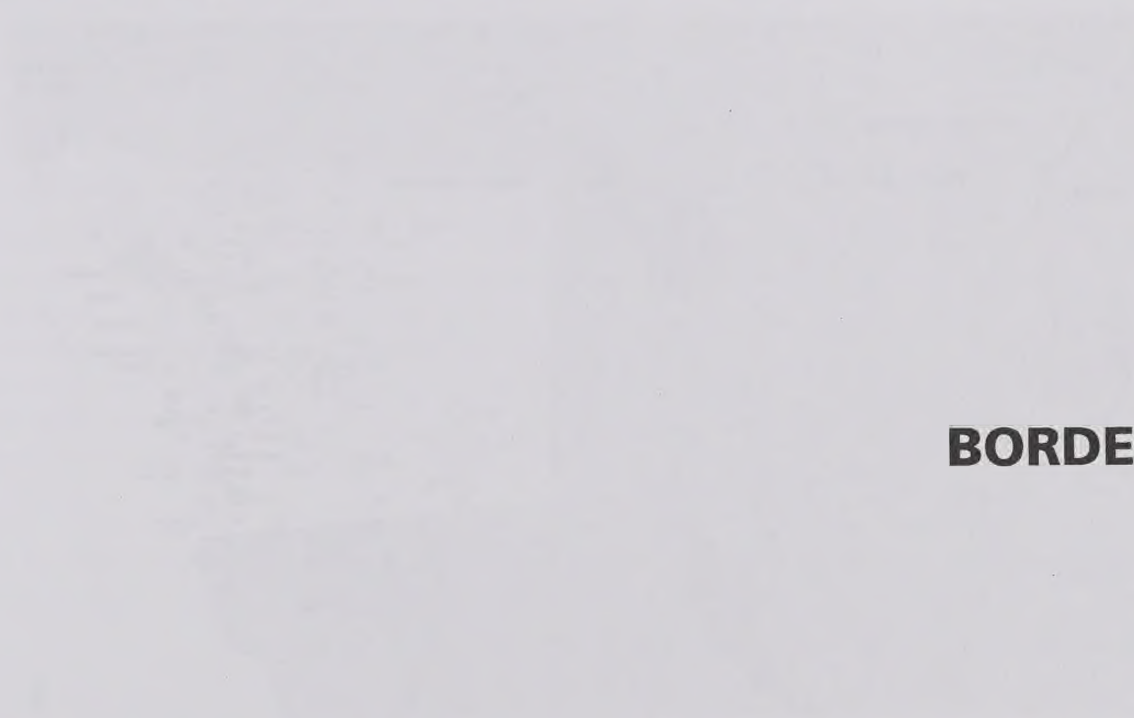
## BORDERS

### INTRODUCTION

The San Diego region's borders have traditionally been thought of as defined by the geographical boundaries of San Diego County. However, over the years, the perception of the region's boundaries has changed. San Diego County has increasingly been the focus of neighboring counties and states. As a result, the region's boundaries have become more complex and fluid. In addition, San Diego County's borders have been increasingly defined by the region's economic and cultural ties. The region's borders are now defined by the region's economic and cultural ties, as well as by the region's political and administrative boundaries. The region's borders are now defined by the region's economic and cultural ties, as well as by the region's political and administrative boundaries. The region's borders are now defined by the region's economic and cultural ties, as well as by the region's political and administrative boundaries.

May 8

THE SAN DIEGO REGION, 1970-1980: REGIONALIZATION AND REORGANIZATION



**BORDERS**



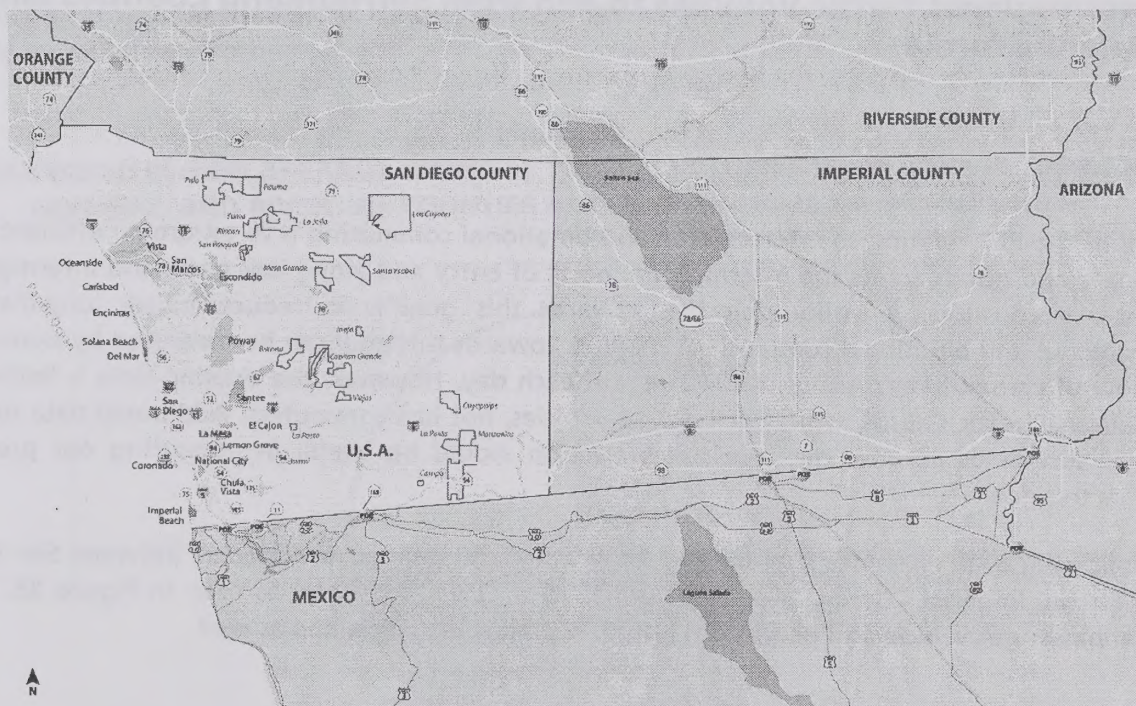


## BORDERS

## INTRODUCTION

The San Diego region's borders have traditionally been thought of as limited to the jurisdictional boundaries of San Diego County. However, over the years, the perceptions of our borders have expanded. San Diego County has increasingly close ties to its neighboring counties and Mexico, which challenge us to think of our region beyond our borders. In addition, San Diego County is home to 17 federally-recognized tribal nations with sovereignty over 18 reservations -- more than any other county in the United States (see Map 5). Our abundant natural resources, as well as our location on the U.S.-Mexico border, make our region an attractive place to live and work. Continued growth here, as well as in the surrounding regions, is evidence of this desirability. The region's distinct characteristics also present a variety of opportunities and challenges for planning and coordination along our interregional and binational borders.

**Map 5**  
**THE SAN DIEGO REGION, SOVEREIGN INDIAN NATIONS, AND NEIGHBORING AREAS**



Source: SANDAG



An important issue is access to jobs and housing. The growth projected for the San Diego region over the next 30 years is a function of economic expansion and job creation, a continued influx of people moving to the area, and natural population growth within the area. However, home construction in the San Diego region has not kept pace with population growth. Consequently, housing prices have risen, making home ownership difficult for much of the population. As a result, many people who are employed in the region have started moving to neighboring regions, including southwestern Riverside County, Imperial County, and Baja California, in search of homeownership. As people move further away from their places of employment, increased pressure is placed upon our interregional transportation systems, affecting not only the long-distance commuter but also causing congestion for residents in communities along the transportation route.

The indicator data included in this chapter establish a baseline for tracking progress toward the following goal included in the RCP:

- Provide reliable and efficient transportation systems associated with key trade corridors, interregional commuting corridors, tribal reservations, and ports of entry.

The indicators designated for tracking progress toward the above borders goal are as follow:

1. Interregional Traffic Volumes to and from Surrounding Counties and Baja California
2. Border Wait Times for Personal Trips and Goods Movement
3. Participation in SENTRI Lanes, Pedestrian Commuter Program, FAST Program (future indicator)

## **1. Interregional Traffic Volumes to and from Surrounding Counties and Baja California**

### ***Significance***

A goal of the RCP relating to interregional and binational commuting is to ensure an efficient flow of people and goods across the international ports of entry and along key trade and interregional commuting corridors. A policy objective towards this goal is to reduce future long-distance interregional and binational commuting. Progress towards this goal can be measured by examining the flow of commuters crossing into the region each day. However, the existing data is limited to the Caltrans Traffic Census, which includes all vehicles, not just commuters. Additional data such as level of service or another measure of congestion would be useful in measuring our progress towards this goal.

The following data examines average weekday traffic volumes at the borders between San Diego and Tijuana, Imperial County, Riverside County, and Orange County, as seen in Figure 33. Total annual passenger vehicle and pedestrian border crossings are examined as well.



## Findings

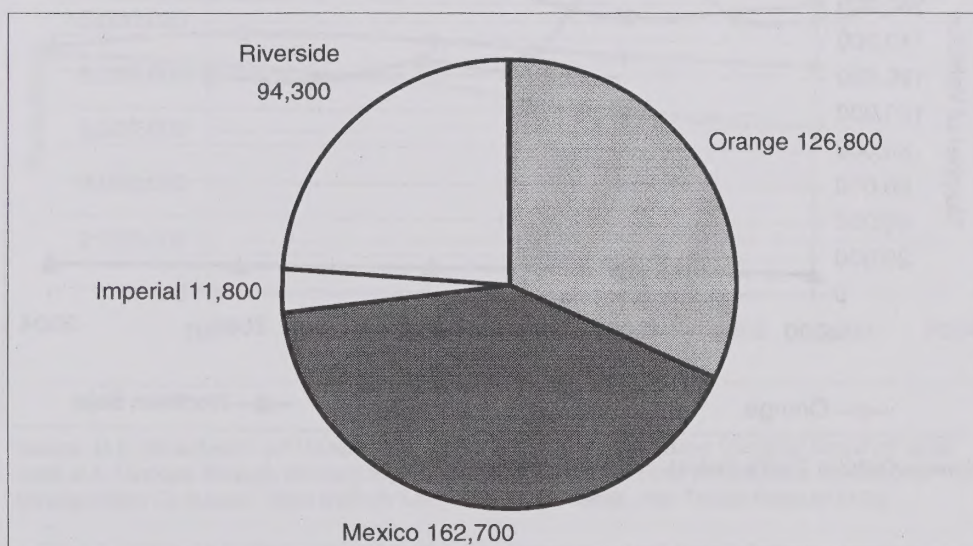
The largest volume of interregional trips takes place between Tijuana, Baja California and the San Diego region, followed by Orange County, Riverside County, and Imperial County, in that order. Note that these volumes include all vehicles going in both directions, not just commuters. They also include vehicles just passing through the region, for example, those going from Baja to Los Angeles. Between 2000 and 2004, Riverside County became the fastest growing contributor of interregional trips to and from San Diego, with a 37 percent increase in average weekday traffic volumes, as seen in Figure 34. Average weekday traffic volumes to and from San Diego from all neighboring regions grew 15 percent between 2000 and 2004, as seen in Figure 35.

The growth of interregional commuting between Riverside County and San Diego can be attributed to people seeking a lower cost of housing in Riverside County but continuing to work in San Diego. Long-distance commuting, both interregional and from within the region, puts a tremendous strain on our roads, freeways, infrastructure, and personal lives. While some amount of interregional commuting will always occur, providing additional housing capacity in key locations within the more urbanized areas of the region could assist in reducing the projected increases in interregional commuting and provide more housing and transportation choices to our residents. Additionally, another focus needs to be providing jobs in those communities where employees can afford to live.

Between 1997 and 2004, the increase in the number of pedestrian border crossings outpaced the increase in the number of passenger vehicle border crossings; pedestrian border crossings grew 43 percent, while passenger vehicle border crossings grew 38 percent, as seen in Figures 36 and 37. As a result of stricter security screenings since the 9/11 events, there have been longer and more unpredictable waits at the border for vehicle crossings, which may have contributed to a shift from vehicle to pedestrian crossings.

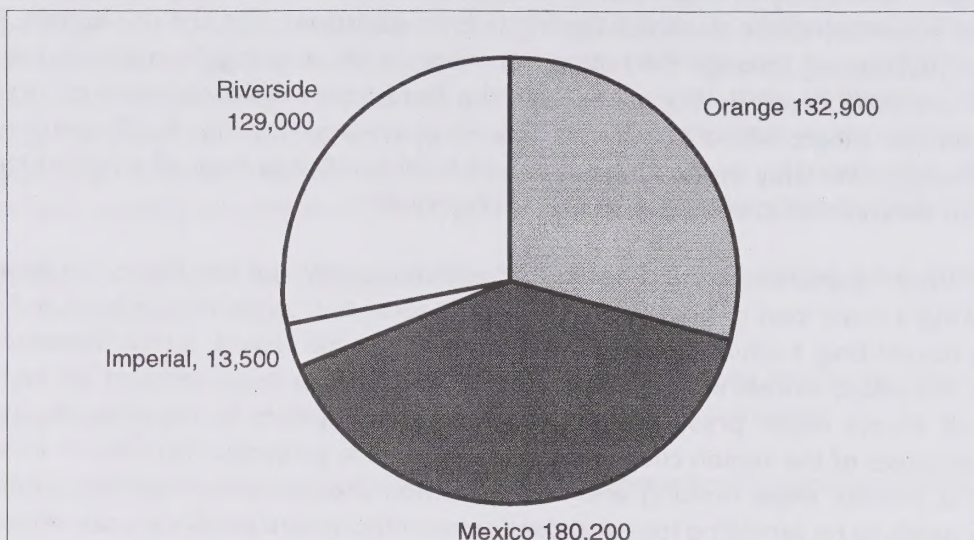
**Figure 33**

**SAN DIEGO REGION AVERAGE WEEKDAY TRAFFIC VOLUMES TO AND FROM ORANGE, IMPERIAL, AND RIVERSIDE COUNTIES AND TIJUANA, BAJA CALIFORNIA (2000)**



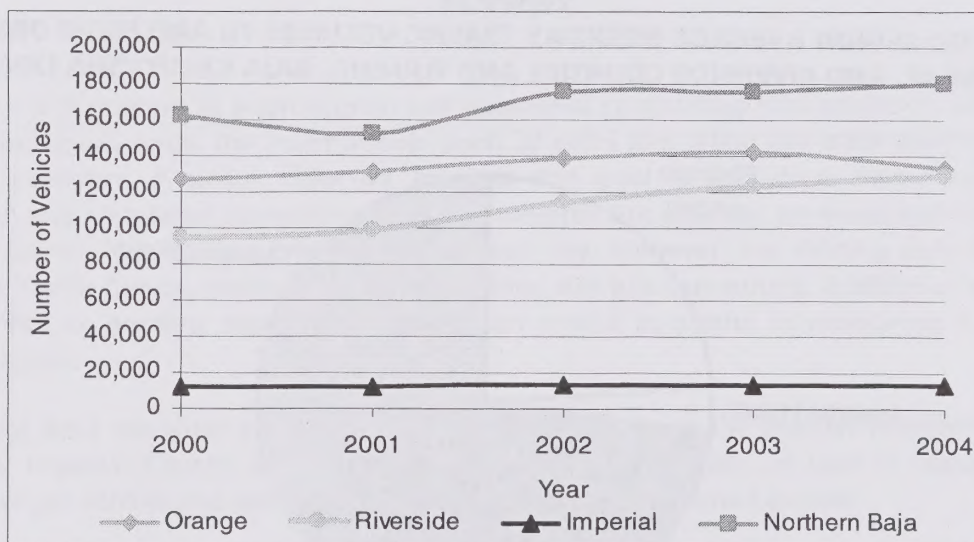
Source: Caltrans Traffic Census

**Figure 34**  
**SAN DIEGO REGION AVERAGE WEEKDAY TRAFFIC VOLUMES TO AND FROM ORANGE, IMPERIAL, AND RIVERSIDE COUNTIES AND TIJUANA, BAJA CALIFORNIA (2004)**



Source: Caltrans Traffic Census

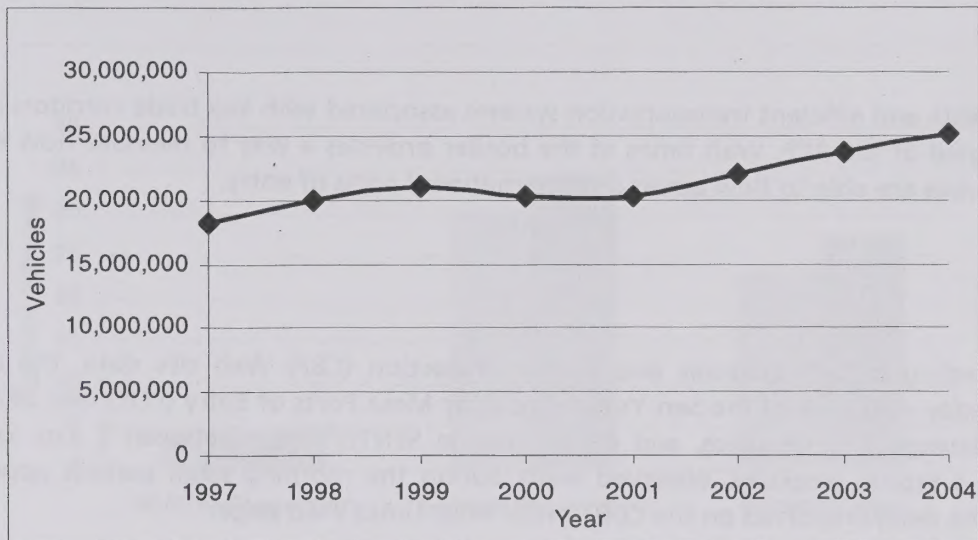
**Figure 35**  
**SAN DIEGO REGION AVERAGE WEEKDAY TRAFFIC VOLUMES TO AND FROM ORANGE COUNTY, RIVERSIDE COUNTY, IMPERIAL COUNTY, AND TIJUANA, BAJA CALIFORNIA, (2000-2004)**



Source: Caltrans Traffic Census

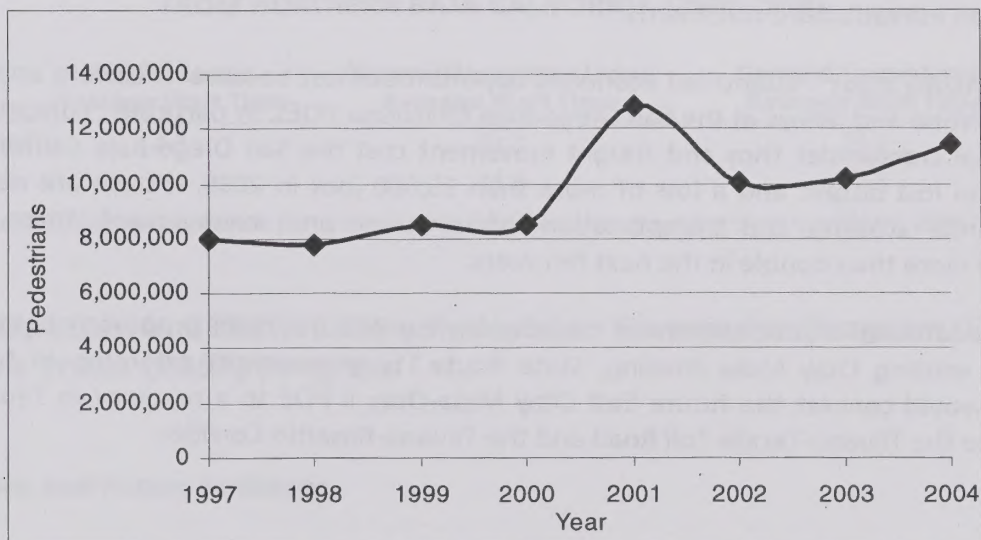


**Figure 36**  
**NORTHBOUND ANNUAL TOTAL PASSENGER VEHICLE BORDER CROSSINGS (1997-2004)**



Source: U.S. Department of Transportation, Bureau of Transportation Statistics based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations, Operations Management Database. Data include San Ysidro, Otay Mesa, and Tecate Ports of Entry.

**Figure 37**  
**NORTHBOUND ANNUAL TOTAL PEDESTRIAN BORDER CROSSINGS (1997-2004)**



Source: U.S. Department of Transportation, Bureau of Transportation Statistics based on data from U.S. Customs Service, Mission Support Services, Office of Field Operations, Operations Management Database. Data include San Ysidro, Otay Mesa, and Tecate Ports of Entry.

## 2. Border Wait Times for Personal Trips and Goods Movement

### *Significance*

Providing reliable and efficient transportation systems associated with key trade corridors and ports of entry is a goal of the RCP. Wait times at the border provides a way to measure how efficiently people and goods are able to flow across our international ports of entry.

### *Findings*

In 2005, according to U.S. Customs and Border Protection (CBP) Web site data, the combined average weekday wait time at the San Ysidro and Otay Mesa Ports of Entry (POE) was 34.4 minutes in general passenger vehicle lanes, and 4.4 minutes in SENTRI<sup>8</sup> lanes between 5 a.m. and 9 a.m. However, on a typical weekday, observed waits during the morning peak periods appear to be higher than the delays reported on the CBP Border Wait Times Web page.

For commercial vehicles, CBP reported an average weekday wait time at the Otay Mesa POE of 27.5 minutes in general lanes between noon and 6:00 p.m. However, users report they experience longer waits to cross into the San Diego region. No delay data were available for FAST<sup>9</sup> lanes in 2004 and 2005.

No data on border delays is available prior to 2004. Still, queues at the border have increased and become more unpredictable over time. Border wait times—especially in the northbound direction—are a result of growth in crossborder travel and stricter security screenings coupled with transportation infrastructure constraints.

A recent SANDAG study<sup>10</sup> quantified economic opportunities lost because of current and projected traffic congestion and delays at the San Diego-Baja California POEs. In particular, current delays for both personal crossborder trips and freight movement cost the San Diego-Baja California region \$4.2 billion in lost output and a loss of more than 35,000 jobs in 2005. If steps are not taken to improve border crossing and transportation infrastructure and management, these losses are projected to more than double in the next ten years.

To provide additional crossborder travel capacity, a new POE has been proposed about two miles east of the existing Otay Mesa crossing. State Route 11, an east-west extension of future State Route 905, would connect the future East Otay Mesa-Otay II POE to a roadway in Tijuana, which would link to the Tijuana-Tecate Toll Road and the Tijuana-Rosarito Corridor.

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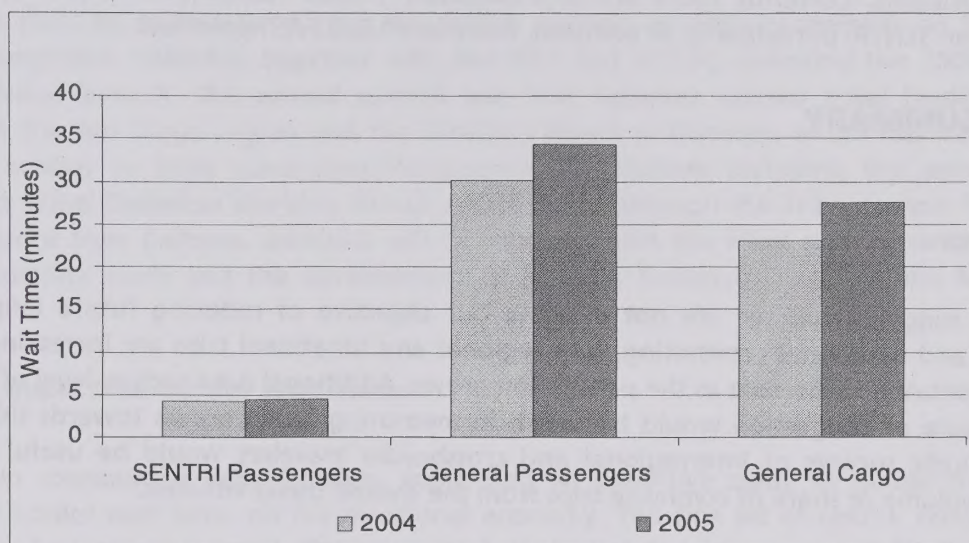
<sup>8</sup> SENTRI is a management process offered by CBP that expedites border crossings for pre-screened participants.

<sup>9</sup> FAST is a commercial process offered by CBP to pre-approved importers, carriers, and registered drivers that results in quicker clearance across the border. FAST is available at the Otay Mesa POE only.

<sup>10</sup> SANDAG, *Estimating Economic Impacts of Wait Times at the San Diego-Baja California Border*, 2006.



**Figure 38**  
**AVERAGE BORDER WAIT TIMES – NORTHBOUND INTO SAN DIEGO FROM TIJUANA**  
**(2004-2005)**



Source: U.S. Customs and Border Protection, *Border Wait Times: Southern Border Ports of Entry, 2004-2005*

**Table 16**  
**AVERAGE BORDER WAIT TIMES – NORTHBOUND INTO SAN DIEGO**  
**FROM NORTHERN BAJA CALIFORNIA (2004-2005)**

|      | <b>SENTRI Lanes<br/>Average Wait Time</b> | <b>General Passenger Lanes<br/>Average Wait Time</b> | <b>General Cargo Lanes<br/>Average Wait Time</b> |
|------|-------------------------------------------|------------------------------------------------------|--------------------------------------------------|
| 2004 | 4.3                                       | 30.2                                                 | 23.1                                             |
| 2005 | 4.4                                       | 34.4                                                 | 27.5                                             |

Source: U.S. Customs and Border Protection, *Border Wait Times: Southern Border Ports of Entry, 2004-2005*

### **3. Participation in SENTRI Lanes, Pedestrian Commuter Program, Free and Secure Trade (FAST) Program**

#### **Significance and Future Indicator**

At least 30,000 commuters pass northward through our border ports of entry on a daily basis<sup>11</sup>. Projections indicate that cross-border vehicle traffic will more than double between 2000 and 2020. To accommodate the dynamic border transportation system, MOBILITY 2030 includes projects to

<sup>11</sup> Economic Impacts of Border Wait Times at the San Diego- Baja California Border Region, June 2005

improve access to border crossings, expand freight rail service, coordinate commercial vehicle crossings, and implement programs such as the Secure Electronic Network for Travelers Rapid Inspection (SENTRI) and Free and Secure Trade (FAST) that expedite border crossings for pre-screened participants. Currently there are approximately 71,000 vehicle SENTRI participants and 5,500 Pedestrian SENTRI participants. In addition, there are 1,588 FAST enrollees.

## **BORDERS SUMMARY**

### **Conclusions**

Current data suggests that we are not meeting our objective of reducing future long-distance interregional and binational commuting. Interregional and binational trips are increasing and are expected to continue to increase as the population grows. Additional data such as level of service or another measure of congestion would be useful in measuring our progress towards this goal. In addition, periodic surveys of interregional and crossborder travelers would be useful to better estimate the volume or share of commute trips from the overall travel volumes.

### **Future Target Setting**

Several work efforts are underway that may begin to establish potential targets for the indicators in this section such as the Otay Mesa-Otay de Mesa Binational Corridor Strategic Plan and the 2007 Regional Transportation Plan. Additionally, indicators measuring cooperation with neighboring jurisdictions, including the region's Tribal Governments, could be developed as means of measuring inter-regional cooperation.

## **SANDAG Role**

### ***I-15 Interregional Partnership (IRP)***

One of the most active interregional programs at SANDAG is the I-15 IRP. The IRP is a voluntary partnership among elected officials representing communities along Interstate 15. As part of Phase One, SANDAG and the Western Riverside Council of Governments (WRCOG) worked to address congestion on the I-15 by looking at jobs-housing imbalance. The result was twenty-three short, medium and long term interregional strategies in transportation, economic development and housing. Phase Two involves analyzing the ways in which the Riverside and San Diego economies are connected through a joint employment cluster study. Additionally, several transportation projects are underway including a Caltrans County Line Study to identify transportation issues facing the I-15 corridor and an interregional Bus Rapid Transit bus operation plan. Work is also being done to encourage workforce housing in north San Diego County.

### ***Tribal Liaison Program***

It is through the Borders Committee that SANDAG has been pursuing government-to-government relations with tribal governments in the region. In 2002 SANDAG held a regional Tribal Summit as



part of the development of the 2003 RTP. Since that time the agency has incorporated tribal liaison work into its work plan and a "tribal government-to-government" component in its Public Involvement Policy. In 2005, SANDAG built partnerships with two regional intertribal councils – the Reservation Transportation Authority (RTA) and the Southern California Tribal Chairmen's Association (SCTCA). In that same year, the SCTCA became an advisory member on the SANDAG Borders Committee. SANDAG, together with the RTA and SCTCA, co-hosted the 2006 San Diego Regional Tribal Summit. This second summit was held between elected tribal leaders from the 17 tribes in the San Diego region and the SANDAG Board of Directors which has lead to several follow-up actions to build government-to-government relations including the assembly of an Interagency Tribal Technical Working Group. Additionally, through the Tribal Liaison Program and with assistance from Caltrans, SANDAG will be working with the tribal governments on a Tribal Transit Feasibility Study and the development of a Tribal Transportation Demand Management Plan.

### ***Economic Impacts of Border Wait Times***

SANDAG, in cooperation with Caltrans, completed an extensive study to gauge the economic impacts of border wait times on the binational economy. This first set of results, released in June 2005, focused on personal travel. The latest study looked at freight movement. Findings show the effects of border crossing delays on productivity, industry competitiveness, and lost business income at the regional, state, and national level for the United States and Mexico.

Also in partnership with Caltrans, SANDAG has developed an economic model to assess the magnitude of regional economic impacts resulting from delays at the ports of entry. This model will serve as an analysis tool that can be used to understand economic impacts as the volume of travel increases and/or as a result of security screenings.

### ***Otay Mesa-Mesa De Otay Binational Corridor Strategic Plan***

The SANDAG Borders Committee and the Committee on Binational Regional Opportunities (COBRO) identified the Otay Mesa-Mesa de Otay binational corridor as an area of opportunity to create an effective binational planning partnership. Transportation, economic development, housing, and environmental conservation are the four key issue areas that were recognized for evaluation as part of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. The draft Early Action Plan was released in June 2006. The Final Strategic Plan is anticipated to be completed in early 2007.

APPENDIX





# APPENDIX

## APPENDIX A: THE 100 MOST INFLUENTIAL AND MOST POWERFUL PEOPLE

| Rank | Name                 | Current Position | Current Organization | Current Industry |
|------|----------------------|------------------|----------------------|------------------|
| 1    | Bill Gates           | Chairman         | Microsoft            | Technology       |
| 2    | Steve Jobs           | Co-founder       | Apple                | Technology       |
| 3    | Mark Zuckerberg      | Founder          | Facebook             | Technology       |
| 4    | Jeff Bezos           | Founder          | Amazon               | Technology       |
| 5    | Elon Musk            | CEO              | Tesla                | Automotive       |
| 6    | Tim Cook             | CEO              | Apple                | Technology       |
| 7    | Larry Page           | Co-founder       | Google               | Technology       |
| 8    | Sergey Brin          | Co-founder       | Google               | Technology       |
| 9    | Jack Dorsey          | Co-founder       | Twitter              | Technology       |
| 10   | David S. Bonior      | CEO              | Blackstone           | Real Estate      |
| 11   | Michael Bloomberg    | Chairman         | Bloomberg LP         | Media            |
| 12   | Warren Buffett       | Chairman         | Berkshire Hathaway   | Investment       |
| 13   | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |
| 14   | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |
| 15   | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |
| 16   | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |
| 17   | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |
| 18   | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |
| 19   | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |
| 20   | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |
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| 99   | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |
| 100  | Michael R. Bloomberg | Chairman         | Bloomberg LP         | Media            |

## APPENDIX





## APPENDIX

### RCP INDICATOR DATA STATUS AND TARGET SETTING - 2006

| RCP SECTION / Indicator                                                          | STATUS OF DATA | HOW OFTEN IS THE DATA SOURCE UPDATED? | INDICATOR TARGET SET? |
|----------------------------------------------------------------------------------|----------------|---------------------------------------|-----------------------|
| <b>URBAN FORM AND TRANSPORTATION</b>                                             |                |                                       |                       |
| 1. Share of New Housing Units and Jobs Located in Smart Growth Opportunity Areas | Current        | Annually                              | No                    |
| 2. Share of New Units Within County Water Authority Boundary                     | Current        | Annually                              | No                    |
| 3. Annual Transit Ridership                                                      | Current        | Annually                              | No                    |
| 4. Commute Mode Shares                                                           | Current        | Annually                              | No                    |
| 5. Travel Times and Volumes for Key Auto and Key Transit Corridors               | Future (1)     | ---                                   | ---                   |
| 6. Miles of Deficient Roads on Congestion Management Program Network             | Current        | Every 2 Yrs.                          | No                    |
| 7. Annual Hours of Traffic Delay Per Traveler                                    | Current        | Annually                              | No                    |
| <b>HOUSING</b>                                                                   |                |                                       |                       |
| 1. Housing Affordability Index                                                   | Current        | Annually                              | No                    |
| 2. Percent of Households with Housing Costs Greater Than 35% of Income           | Current        | Annually                              | No                    |
| 3. Ratio of New Jobs to New Housing Units                                        | Current        | Annually                              | No                    |
| 4. Share of New and Existing Units by Structure Type and Income Category         | Partial (2)    | Annually                              | ---                   |
| 5. Vacancy Rates                                                                 | Current        | Annually                              | No                    |
| 6. Percent of Households Living in Overcrowded Conditions                        | Current        | Annually                              | No                    |
| 7. Number of Households on the Waiting List for Section 8 Vouchers               | Current        | Annually                              | No                    |
| <b>HEALTHY ENVIRONMENT</b>                                                       |                |                                       |                       |
| 1. Habitat Preserved Within Designated Preserve Areas                            | Future (4)     | ---                                   | ---                   |
| 2. Percent of Habitat Preserve Area Actively Maintained                          | Future (5)     | ---                                   | ---                   |
| 3. Number of Beach Closure Days                                                  | Current        | Annually                              | No                    |
| 4. Impaired Water Bodies Based on Federal Clean Water Act Criteria               | Current        | Every 2-4 Yrs.                        | No                    |
| 5. Beach Widths                                                                  | Current        | Annually                              | Yes                   |

|                                                                                       |            |              |     |
|---------------------------------------------------------------------------------------|------------|--------------|-----|
| 6. Lagoon Health                                                                      | Future (6) | ---          | --- |
| 7. Air Quality Index                                                                  | Current    | Annually     | No  |
| <b>ECONOMIC PROSPERITY</b>                                                            |            |              |     |
| 1. Labor Force Educational Attainment                                                 | Current    | Annually     | No  |
| 2. Balanced Job Growth                                                                | Current    | Annually     | No  |
| 3. Employment in High-Wage Clusters                                                   | Current    | Annually     | No  |
| 4. Unemployment Rate                                                                  | Current    | Annually     | No  |
| 5. Real Per Capita Income                                                             | Current    | Annually     | No  |
| 6. Regional Poverty Rate                                                              | Current    | Annually     | No  |
| <b>PUBLIC FACILITIES</b>                                                              |            |              |     |
| 1. Water Consumption                                                                  | Current    | Annually     | No  |
| 2. Diversity of Water Supply                                                          | Current    | Annually     | No  |
| 3. Amount of Recycled Water Used                                                      | Current    | Annually     | No  |
| 4. Per Capita Electricity Consumption and Peak Demand                                 | Current    | Annually     | No  |
| 5. Share of Energy Produced In-County vs. Imported                                    | Current    | Annually     | Yes |
| 6. Share of Energy Produced from Renewable Resources                                  | Current    | Annually     | Yes |
| 7. Percent of Waste That is Recycled                                                  | Current    | Annually     | Yes |
| 8. Landfill Space Available                                                           | Current    | Every 5 Yrs. | No  |
| <b>BORDERS</b>                                                                        |            |              |     |
| 1. Border Wait Times for Personal Trips and Goods Movement                            | Current    | Annually     | No  |
| 2. Interregional Traffic Volumes to and from Surrounding Counties and Baja California | Current    | Annually     | No  |
| 3. Participation in SENTRI Lanes, Pedestrian Commuter Program, FAST Program           | Future (7) | ---          | --- |

**Notes:**

A status of "Current" means the indicator reflects the most recent available data.

(1) New data required.

(2) Income category not yet available by local jurisdiction.

(3) Data not available.

(4) Data to become available as plans are completed.

(5) No centralized data currently available, but may be in the future.

(6) Data may be available in 2007.

(7) Data may be available in 2007.



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